The Hongkong Telegraph.

(ESTABLISHED 1881).

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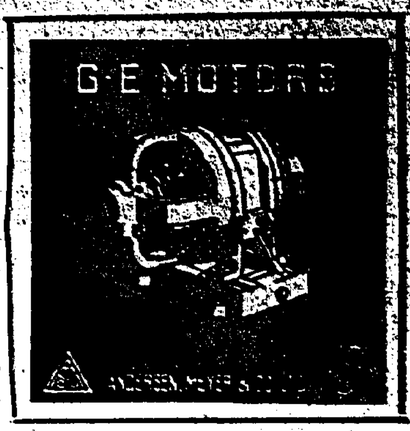


REUTER'S TELEGRAMS.

A TURF ROMANCE.

CALIGULA'S ST. LEGER VICTORY.

London, September 9.

Caligula's victory in the St. Leger is another romance of the turf. The win was remarkable because he is a son of Tetrarch, whose other progeny has hitherto failed to win races exceeding a mile course, whereas St. Leger course is a mile and three-quarters. Caligula was last week-end purchased by Mathurdass Goculdas, the best-known native owner in India, at a price of £3,000. Goculdas has never seen the horse as the belongs to a sect which is forbidden to cross the ocean.

WRANGEL'S LATEST MOVE.

TO EVACUATE KUBAN REGION.

London, September 9.

Interviewed by a Russian newspaper, General Wrangel said in view of the change in the attitude of the Allied Powers and the victory of the Poles he must concentrate his forces in the north of the Province of Taurida so as to be able to act in the direction of the west. "In consequence of this we are evacuating the Kuban region, where our troops, far from having suffered defeat, have beaten two Red Divisions, taken 9,000 prisoners, captured eight guns and increased their effective forces two and a half times."

MORE IRISH MURDERS.

SINN FEIN M. P. ARRESTED.

London, September 9.

The terrible total of policemen murdered in Ireland was increased to-day, when two were shot dead and one seriously wounded at Tullow and one shot dead at Galway railway station. The latter's companions returned the fire and killed three of the assailants. The military are active both in Dublin and Londonderry and have effected several arrests and seized a considerable number by rifles and ammunition, also seditious literature. Amongst the arrested is the Sinn Fein M. P., Mr. Callaghan, who was wounded when resisting arrest.

THE PRINTING STRIKE.

DISOBEDIENT UNION BRANCHES.

London, September 9.

In connection with the printing strike, in consequence of the Manchester and Liverpool branches repeatedly ignoring the instructions of the Executive Committee to resume normal conditions, the Typographical Association is advising the members of other branches that they may seek work in Liverpool and Manchester. So far there has not been any extension of the dispute, and the employers are withholding the lock-out notices.

THE ITALIAN EARTHQUAKE.

LEANING TOWER OF PISA ESCAPES.

London, September 9.

The area involved in the earthquake in Italy is 100 miles by 50 miles. The authorities are concentrating on helping many hundreds of wounded and housing thousands of homeless people.

The famous leaning tower at Pisa almost miraculously escaped destruction. It was subjected to frightful oscillation but withstood the shocks because extensive foundation repairs have just been completed.

THE PRINCE'S HOMECOMING.

London, September 9.

The revised itinery of the Prince of Wales shows that he is due at the West Indies on September 14, leaves Bermuda on October 3, and is due at Portsmouth on October 11.

GERMAN CHEQUE FOR FRANCE.

Berlin, September 9.

The French Ambassador has received from the German Government a cheque for 100,000 francs as reparation for the attack on the French Consulate at Breslau.

TO-DAY'S CHINESE TELEGRAMS.

Peking, September 10.

A mandate will be proclaimed within a week or ten days at the latest to the effect that the North and South are henceforth united, and independence is abolished. Mok Wing-sun and Yang Wing-tai will remain in the posts of Tuchun and Civil Governor in Canton respectively, whilst Sum Chun-hsun will be appointed Superintendent of all the railways in the country with headquarters at Shanghai. Admiral Lam Po-yik will be the Tuchun and Chan King-ming the Civil Governor of Fukien. The fate of Li Han-chi, the present Tuchun of Fukien is not known. Tong Chi-yao will be inspector of the three provinces Yunnan, Szechun and Shensi.

Shanghai, September 10.

As there are near the capital more than 20 million starving people, the 10 million dollars appropriated by the Government from foreign loans are not sufficient for their relief, and it is now intended to borrow 70 million dollars. It is said that the bank group will agree to the loan on condition that the relief work be undertaken under the Government auspices.

STOP PRESS TELEGRAMS.

BOLSHEVIK OFFER.

TO BUY ENGLISH NEWSPAPER.

London, September 10.

As regards the recent wireless disclosures concerning the Bolsheviks financing the *Daily Herald*, which were immediately denied, the *Daily Herald* now admits that one of its Directors, Mr. Meynell, has been offered and has accepted £75,000 from Russia and that a meeting of shareholders has been called to consider whether the paper should accept it. The *Herald* asks its readers whether the money should be accepted, and adds that the offer is a magnificent demonstration of real working-class solidarity, and its acceptance would complete a notable episode in International Socialism. The *Herald* further points out that increasing costs of production and the political shyness of advertisers will make it necessary to double the price of the *Herald* without this Russian gold.

THE STARVING LORD MAYOR.

SUDDENLY BECOMES WEAKER.

London, September 9.

It is stated that the Mayor of Cork has suddenly weakened and is in continuous pain. The doctor declares that only his extraordinary vitality is keeping him alive. Visitors are forbidden to converse with the patient.

Mr. Lloyd George yesterday, in an interview, declared that unconditional release was impossible. The Government hold proof that the so-called Republican Army, and in particular the Brigade of which Mr. McSwiney was Brigadeir, was actively concerned in Police murders, eighty Police having been done to death.

Meanwhile, Sinn Fein has not replied to Mr. Lloyd George's offer of release conditional on the murders ceasing.

The Premier has pointed out that the Cabinet is faced with two alternatives in its Irish policy—either handing over the south to the Republican Army and leaving Ulster men to fight without intervention, or to protect the men who are defending the flag.

LATEST SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

M. PAINLEVE.

LEAVES SHANGHAI FOR HOME.

Shanghai, September 11.

M. Painleve, who has been advising the Chinese Government about railroads and has been continuously feted, is sailing to-day for Marseilles on the Andre Lebon.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

STRAITS RICE CONTROL.

Singapore, September 10.

The Government has reduced the maximum price of rice from $1.25 to $1 per gantang. Other restrictions are also removed, but a measure of control is retained.

STRAITS VICTORY LOAN.

Singapore, September 10.

The Victory Loan has closed at $15,000,000.

RUBBER AGAIN WEAKER.

Singapore, September 10.

Rubber is again weaker. Large amounts have been withdrawn

EARLIER TELEGRAMS.

STRAITS PATRIOTISM.

London, Sept. 8.

A Treasury minute with regard to a proposal from the Board of the Straits Settlements to make a further war contribution of one million sterling in respect of the year 1920 and, if revenue permits, to continue the same contribution yearly, including the military contribution, states that the Chancellor of the Exchequer proposes, after allowance is made for the defence contribution payable to Army funds, that the balance of the amount received by the Treasury be paid to the National Debt Commissioners for cancellation of the War Debt. The Lords of the Treasury again record their warm appreciation of this further patriotic gift.

NEW FRENCH LOAN.

New York, Sept. 8.

The new hundred million dollar French loan mentioned yesterday will run for twenty-five years with interest at eight per cent. It will take the form of gold bonds and be a direct lien on the French Government. France agrees to pay a minimum of four million four hundred thousand dollars annually for the first five years towards the purchase of the bonds and to subsequently redeem them by lot at one hundred and ten.

THE UNIVERSITY.

GOVERNMENT TO CONTROL EXPENDITURE.

ALSO TO CONTRIBUTE $1,000,000 TO ENDOWMENT FUND.

AND MEET $570,000 IN DEBTS.

The following appears in the *Government Gazette*:—

With reference to Government Notification No. 457 of the 3rd September, 1920, concerning the preliminary report of the University Commission, the Government is now in a position to announce the intended measures for dealing with the financial situation already published.

The Commission recommends that the Government should assume financial responsibility to an extent sufficient to carry on the work of the University efficiently; and proposes that the Government should contribute not less than $1,000,000 to the Endowment Fund, as well as largely increasing its present yearly grant of $20,000. The Commission is of opinion that reorganisation is required to secure the proper management and effective control of the University's affairs; and particularly that, as concerns money matters, a strong Finance Committee should be appointed, consisting of (say) the Colonial Treasurer, the Treasurer of the University, the Chief Manager of the Hongkong and Shanghai Bank, and a representative of the Hongkong General Chamber of Commerce, sitting with the Vice-Chancellor. Such matters as curriculum must of course be dealt with by the Vice-Chancellor and the academic machinery of the University.

The Government agrees with these recommendations.

Subject accordingly to the approval of the Legislative Council, it has been decided that the Government shall meet the existing indebtedness of about $500,000 in respect of the bank overdraft, and about $70,000 in respect of the deficit on Sinking Fund; that it shall provide the proposed sum of $1,000,000 for the Endowment Fund, instead of the smaller amount of $250,000 which was before provisionally promised; and that it shall increase its yearly grant: with the intention that the University shall not only be freed from all present debts and have its past endowment restored intact, but shall also be assured of an adequate income for the future. The Government will consequently require a power of final control over expenditure: and, at least during the period of reorganisation, will be compelled to exercise a certain amount of general supervision.

It is the hope and expectation of the Government, in thus guaranteeing the maintenance of the University, that it will encourage contributions from other sources, especially for further expansions now unprovided for. And the Commission points out that one of the most useful ways in which benefactors can help is by the gift of special endowments for professorships; only two of which have hitherto been so supported,—the Taikoo Chair of Engineering and the Ho Tung Chair of Surgery. These endowments are urgently needed to enable the University to fulfil completely the functions which it is its purpose to perform.

PIANO WHICH FAMOUS MUSICIANS AUTOGRAPHED.

At Christie's recently the late Sir Lawrence Alma Tadema's famous grand piano was sold for 420 guineas. The piano, made by Broadwood, is of oak, with ivory decorations. Inside the lid are vellum panels signed by famous musicians—Tschaikowsky, Clara Schumann, Paderewski, Melba and others. It was decided to sell the seat separately, and this realised 120 guineas. The seat is of oak, and on the back Sir Alma Tadema had painted several Roman figures, represented as [illegible]

GOOD NEWS FOR HOME-GOERS.

BLUE FUNNEL LINER COMING EAST.

Hongkong people going Home on leave next year will be interested to hear that there is every probability of one of the magnificent Blue Funnel Australian passenger liners being available in the early part of 1921. This vessel is the s.s. Anchises, of 10,045 tons, and she is expected to leave Hongkong for London sometime during February next. We hear that bookings are already being made by this boat.

There will shortly be in port from Shanghai the s.s. Achilles, a new Blue Funnel boat, which has just completed her maiden trip to the East. She is due to leave here for London on the 14th instant. Of 11,426 tons, she is the biggest Blue Funnel boat that has so far been in Hongkong.

EXCHANGE CONTRACT CASE.

LOCAL BANK'S BIG CLAIM.

Judgment for $9,429.85 was given this morning in favour of the Banque Industrielle de Chine by the Acting Chief Justice (Mr. Justice Gompertz.)

The case arose out of an exchange contract made between the Bank and a Chinese merchant named Kin Cheong-chan, of 26, Des Voeux Road West, the Bank claiming damages for breach of contract. The contract was entered into on March 22nd whereby the defendant agreed to deliver to the plaintiffs £10,000 sterling on exchange delivery at 5s. 1 3/8d., the delivery to be made by May 31st. The defendant failed to deliver and the Bank suffered damages to the extent of $9,429.85.

When the case came on this morning Mr. W. Drummond (instructed by Messrs. Deacon, Looker, Deacon and Harston) represented the Bank and the defendant was neither present nor represented.

Mr. Drummond explained the claim to his Lordship, who gave judgment as stated above, together with costs.

CHARTERED BANK.

14 PER CENT. DIVIDEND.

The local branch of the Chartered Bank has received the following telegram from its London Office:—

"The Directors of the Chartered Bank of I. A. and China have declared an Interim Dividend for the past half year at the rate of 14 per cent. per annum free of Income Tax."

DAY BY DAY.

Mr. Kirby, of the China Coast Officers' Guild, is again in Hongkong.

***

Messrs. Wiseman, Ltd., have declared a dividend of $4.00 per share and placed $8,000 to Reserve fund.

***

In a hard-fought match last evening at the V.R.C. baths, the R.G.A. suffered defeat at the hands of the H.M.S. Ambrose by three goals to one.

***

It is proposed to lease for reclamation purposes further portions of the foreshore and sea bed at Laichikok—namely, New Kowloon Marine Lot No. 8, which has an area of about 514,150 square feet. The annual rental is $4,426 and the upset premium $51,415. The lease will be for 75 years from 1st July, 1898, renewable for a further term of 24 years less three days at a re-assessed Crown Rent. The amounts of the premium and Crown Rent are subject to re-adjustment when the reclamation has been completed in accordance with the area actually [illegible]

STOWAWAYS.

CANADIANS AND AMERICANS IN COURT.

Harry Walker, 17; William Williamson, 18; Charles W. Xurier, 17; Jack Williams, 23; Frank Simmons, 26; and Joe Wells, 20; were charged before Mr. R. O. Hutchison this morning with being stowaways on the Admiral Line Wawalona which arrived here yesterday afternoon from Manila.

The accused had nothing to say in reply to the charge. Williamson told the Magistrate that he was looking out for an opportunity of going to Java.

The prosecuting Police Officer stated that two of the accused were Canadians, the others being Americans.

The accused were referred to the American Consul, and he asked that the Court deal with them before he sent them back to Manila.

His Worship said that the accused had stowed away at Manila and that was the last place where they wanted to go to.

The Police Officer replied that the Consul did not know where to send them.

An officer from the Wawalona told the Court that the accused stowed themselves away and kept themselves concealed until the ship had left Manila. Then one of the accused gave himself up in the afternoon, and the others followed his example the following morning.

The accused made a statement that they could not obtain employment in Manila, and were forced to stow away to seek employment elsewhere. Remarking that it was a serious matter to go on board the vessel without the permission of the officers, the Magistrate inflicted a fine of $25 or one month's hard labour each, on the accused.

In the case of Frank Minor, a Canadian who stowed away on the Taisang, it was stated that he came from Manila where quite a large number of young fellows like the accused were unable to obtain employment.

The accused said that "he was figuring to go to Australia from here." He had found it a difficult matter to do so at Manila, and heard that by getting to the China coast he had more chances of getting to his destination.

"But you went on board without your passage," the Magistrate pointed out.

"That's because I have not the money to pay for a passage," replied Minor.

"Your were trying to to get to Australia?"—"Yes, sir."

Accused also said that he hailed from "Seattle, U.S.A."

"Have you got any money?" his Worship asked.

"I have $27."

"Why did you not pay for your passage?"

"This money was given me by the officers of the ship as I went ashore this morning."

Accused was fined $25, or one month's hard labour.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s/2¾d.

DON'T FORGET

TO-DAY.

K. C. C. Open-air Concert—9 p.m.

Coronet Theatre—5.15 and 9.15 p.m.

Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

TO-MORROW.

Coronet Theatre—5.15 and 9.15 p.m.

Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

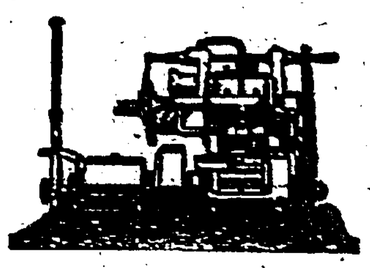
MONDAY, SEPTEMBER 20.

Wiseman, Ltd.—Annual shareholders meeting—12.30 p.m.

TUESDAY, SEPTEMBER 21.

Dairy Farm, Ice Fund, Cold Storage Co.—Shareholders meet

NOTICES.



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IS IT GOOD-BYE, ERIN?

MR. BOTTOMLEY'S VIEWS.

Asserting that the position in Ireland to-day is graver than it has ever been before, and that, despite all the measures and efforts of the Government, the country is on the verge of revolution and bloodshed, Mr. Horatio Bottomley—who expresses his own independent view in the following article in the *Sunday Pictorial*,—makes a final appeal for peace, and propounds his own proposals to that end:—

Poor Ireland! Poor Erin! At last "the Day" has come. We are, indeed, at the parting of the ways—the one road leading to Separation, under a Republic, and the other to Union under the British flag. No longer can the decision be delayed. It is Now or Never—unless we can find a third route. Can we? Or are we to reconquer Ireland by the sword?

It is my present purpose to discover that third road—in the hope that both of the sections into which the Irish people are at present divided may be induced to take it. A vain dream, no doubt, but one well worth indulging in. Only the other day I was talking, on the Terrace of the House of Commons, to that bluff, eloquent and honest son of Ireland, Mr. Devlin. I spoke of the hopelessness of the present situation, and he paid me the compliment of asking: "Can't you think of some way out?"

Well, I have been thinking very deeply, and the more I have thought the more convinced have I become that the one and only solution is one which I suggested months ago. It is based upon the fundamental principle of recognising facts. What *are* the facts? This is how I put it at the time—and certainly what I said is no less true to-day. Here is the position.

Ireland is thoroughly out of hand. The great majority of her population is sick and tired of British rule and is determined to end it. It may be that all serious crime and unrest at present existing is the result of Irish-American and Bolshevist propaganda; but that does not alter the fact that on the principle of "self-determination"—about which we have all mouthed so eloquently—Sinn Fein holds the field—except in the Northern provinces, where, on balance, public sentiment is overwhelmingly in favour of maintaining the Union with Britain. However, Ulster is but a portion of Ireland, and your whole doctrine of "self-determination" goes if, in order to adapt it to the interests of Britain, you exclude its application from one particular part of the country. Ireland is either one or she is two countries. Essentially she is two, but the difficulty of dealing with her on that basis is that you cannot segregate the whole of each of the two nationalities in distinct areas. Consequently, any scheme you devise for either all or a portion of the Ulster counties must of necessity leave a large part of the population at the mercy of its racial and religious enemies.

To some extent the Home Rule Bill now before the House recognises this principle, but it does not go far enough. It is proposed to establish a Parliament for six only of the Northern counties, and another Parliament for the rest of the country. I am sure the scheme will not work. Whatever may be the attitude of Ulster towards her six-county-Parliament, it is certain that the Southern Parliament will return an overwhelming majority of Sinn Fein members, who, as in the case of our own House of Commons, will, after the election, treat the whole thing with contempt and decline to have anything to do with it. They cannot take their seats because that would involve the oath of allegiance—otherwise I am sure their first measure would be to introduce a Bill for the establishment of an Irish Republic. The latest Home Rule Bill, therefore, will not work, and every day spent upon it is a day wasted.

What we have to recognise is that there are two Irelands, as distinct in character, in race, in creed, and in natural aspirations as any two peoples upon the face of the earth. They will never blend and they will never work together. The question, therefore, is, can some scheme be devised under which they may live their separate national existences? I think it can.

My scheme is that Ireland shall be divided politically into two countries, as she is in fact, one to be called British Ireland and the other Independent Ireland—British Ireland remaining, as at present, under the Imperial Parliament, with, however, a local Legislature of its own for purely local purposes; and Independent Ireland having its own form of government, subject perhaps to the provision that it should not be permitted either a standing army or a navy. When a population on our own shores openly declares itself our enemy, it is not reasonable that we should allow it to arm against us, or to establish bases for the convenience of hostile Powers; but, subject to that stipulation, I would give Sinn Fein the greatest freedom to run the anti-British portion of Ireland entirely on its own lines.

And here let me reiterate what I have more than once pointed out—namely, that we must not besmirch the whole of the Sinn Fein movement with responsibility for the terrible crimes which are now of almost daily occurrence. I was recently looking over the names of some of the Sinn Fein leaders, and was struck with their character and position. What is the good of blinding our eyes to the fact that, however much the Sinn Fein movement has been captured by the Bolshevists, it was, in its origin, and is, even to-day to a large extent, a thoroughly honest and sincere agitation, but it naturally constitutes grateful soil for those Irish-American and other revolutionaries whose activities, as Sir Edward Carson well put it the other day, are not so much pro-Irish as anti British?

You see, the difficulty is to reconcile our present attitude towards the "sister" Isle with the doctrines we have been proclaiming ever since the war. How *can* we, in the eyes of the world, rid ourselves of the suspicion of insincerity in regard to the precious theory of self-determination? Just reflect. At the General Election over seventy Irish seats were won by Sinn Feiners, and if there were another election to-morrow the number would be greater still. Surely, after such a demonstration, it was manifest that, for good or evil, Sinn Fein had won the day and that, with the exception of the Ulster Loyalists, Ireland had definitely thrown over her allegiance to Britain.

Well, eighteen months have passed since the election, and we have seen nothing of those seventy M.P.'s at Westminster. They have confined their activities to their own country, and to-day we are witnessing the result. All the old flames of fanaticism—which, when all is said, is not fundamentally distinct from patriotism—have again broken out, with the result that Britain has to-day to face a situation in Ireland infinitely more serious than has been the case since, by methods as to which the least said the better, she was annexed to Great Britain a hundred and twenty years ago.

How alarming the situation really is is not fully realised by the public. No man's life is safe, be he soldier, policeman or civilian: no juries can be empanelled to inquire into any crime; no arrests can be effected. The Law Courts are being superseded by Sinn Fein tribunals, whose decisions are loyally obeyed by the people—an Irish Republic has been actually proclaimed with de Valera as its President, and this gentleman is officially entertained by the Mayors of New York and other American cities, the freedom of which is conferred upon him, whilst the papers publish appeals for funds for his Republic!

Such is the situation with which the Government has to deal. And how does it propose to do so? This week we are to have a drastic Bill arming the Executive with all kinds of powers—probably superseding the existing legal machinery and practically amounting to martial law. But—and there is the rub—has the Government the means to enforce such a measure? I don't believe it has. It is difficult to obtain recruits for the Irish Army, whilst the constabulary is not likely to grow in strength in view of the terrible risks to which it is exposed. I am afraid, therefore, this new Bill, like the one now before the House, is but a measure of despair, and that it will aggravate rather than ameliorate the existing grave situation.

And so I come back to my own proposal. Let us face the facts. Do not let us further continue to treat as one that which is essentially two. British Ireland for the Loyalists, Independent Ireland for the Sinn Feiners—and, as the vestryman said of the gondolas, leave the rest to nature.

At heart we all love the Irish people. There is a charm about them which neither England nor Scotland possesses; and somehow or other I have got it into my head that after a few years' practical experience of separation from Britain, Sinn Fein will probably come to the conclusion that we are her natural allies and partners, and will wish to rejoin the family. At any rate, isn't the experiment well worth trying?

LADY CLERKS AT WHITEHALL.

SMOKING IN EASY CHAIRS.

"Two lady clerks, enjoying cigarettes and reclining at ease on a couple of chairs each."

This was a description of Mr. Trevelyan Thompson, M.P., given to the Labour Exchange Inquiry Committee of a recent visit he paid to one of the Government Departments.

Mr. F. G. Bowers, Accountant-General to the Ministry of Labour: These ladies are no doubt among those to be discharged. (Laughter.)

The Committee is inquiring into the cost and administration of the exchanges, and in his evidence Mr. Bowers disclosed the fact that the Ministry of Labour carries on its duties in over 2,000 buildings. Mr. Bowers mentioned this as an illustration of the difficulty of giving the actual cost of a specific Government service.

CONCRETE HOUSES.

CAN BE BUILT IN A MONTH.

The Minister of Health told the House of Commons recently that by one method which has recently been brought to his notice a couple of workmen in Leeds "began two houses at 10.30 in the morning and were up to the first floor joists by 2.30 in the afternoon." Dr. Addison described the system as "the double slab method," and said he proposed to encourage it as much as possible.

The method can be seen in practice in the Meanwood district of Leeds by all who may be genuinely interested. It is a method that has been worked out by Messrs. William Airey & Son, who are adopting it in fulfilling a contract into which they have entered with the Leeds Corporation to build 800 houses in the district referred to.

They began the actual work of erection a month ago, and notwithstanding the rainy weather, they have practically completed two of the Ministry's type "A" houses, have just roofed two more, and have carried twelve houses of the type "B" up to the first floor joists. The plan involves certain novelties of organisation to which workmen must be accustomed, otherwise the progress would have been quicker.

HOW IT IS DONE.

The walls of the houses consist of a double row of concrete slabs erected with a hollow between, and supported by pillars or stanchions. The process of erection is very simple.

First of all, a slender wooden skeleton of the house goes up, this skeleton consisting of timber shutterings in which the stanchions are moulded, and a light framework to guide the slabs into position as they are put one on the top of the other. The ends of the slabs are splayed, or bevelled, so as to form a key into each pillar, and as the slabs are placed in position concrete is poured into the shutterings for the stanchions. That is to say the stanchions are moulded *in situ*. The timbering is removed when the stanchions set, and as it is all cut to standard sizes, it can be used over and over again in the building of other houses.

The outsides of the houses are stuccoed, and the insides plastered in the ordinary way. The joists and floors are of wood, and the roofs are tiled or slated. Wood or steel window frames of the standard size are fitted, and the doorways are made of the standard width.

Working on the basis of these standard measurements, the inventors of the methods have fixed 3 ft. 7 in. by 8 in. as the size of the slabs, and though every slab is made to this size no cutting is necessary at any point; each goes home as into an appointed niche. They are fairly easy to handle, weighing not more than 35 to 40 lb. each.

Such is the faith of the builders in the system that they are prepared to guarantee houses so built to be constructionally sound, waterproof, and free from condensation.

What will strike all who examine it is the remarkable way in which it economises effort.

NOTICES

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FOR PRIVATE CAR OWNERS
THIS IS OUR NEW SPECIALITY.
CARS GARAGED in TOWN - $30 per month.
CARS GARAGED at PRAYA EAST or WANCHAI - $20 per month.
THESE PRICES INCLUDE CLEANING AND ORDINARY GARAGE DUTIES.
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FURNITURE
of "H.C. MAKE" means a profitable investment of lasting contentment. Every "H.C. MAKE" article carries with it a full guarantee of sterling quality, lowest possible price and assured satisfaction. Unless these are secured to you in your purchases, there is always a possibility of your unconsciously helping people to make EXCESS PROFITS. Why not make sure and order from—
HOP CHEONG
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THE KING OF WATER PAINTS
Its Sanitary, washable, and high disinfecting qualities make it the ideal wall covering for your home or office.
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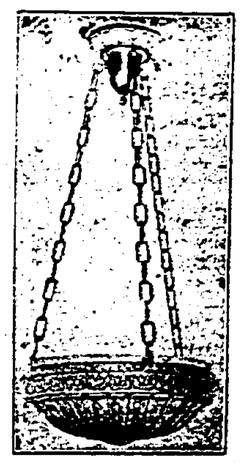

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Buy all such goods direct from England—from Noble's, the actual manufacturers, and thus save middle profits. Everything offered you by Noble's will give you extreme satisfaction in quality of material, design, workmanship and price.

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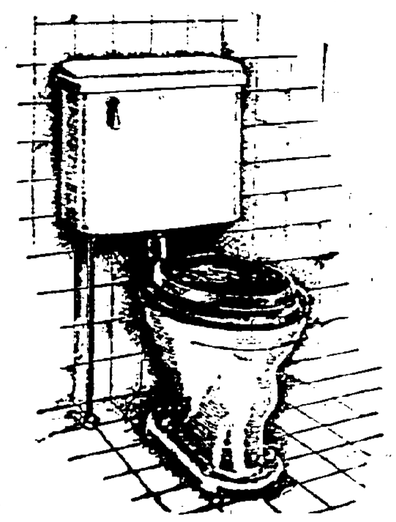

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AND ENJOY THE
FEELING OF RELIEF FROM PAIN
WHICH WILL COME IF YOU USE
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N. LAZARUS.
OPHTHALMIC OPTICIAN. 23, Queen's Rd. Cti., Hongkong.
Prescriptions accurately filled.

THE SCOT AS HUMORIST.

A DISTINCTION WITH A DIFFERENCE.

One encounters occasionally still the type of Englishman who thinks that no good thing can come out of Scotland. He is not, however, to be considered too seriously, for in nothing but his Anglo-mania and the absence of aitches is he at all remarkable. Particularly will he anathematise Scottish humour, and with gusto will assure you, as if it were a new and happy thought of his own, that a surgical operation is necessary to get a joke into a Scotsman's head. We have heard that so often now; but, so harmlessly does this shaft glance off our hidebound Scottish vanity that it is surprising that any self-respecting Englishman makes use of it. Yet that old gibe of Sydney Smith's still flourishes, for I chanced quite recently upon its resurrected-corpse. The counter-thrust of a crusty Scot gave me a malicious, pleasurable thrill. "Ay, an' to mak' an Englishman understand a joke, ye maun first gie him a head."

To accuse a man of a lack of a sense of humour is to offer him the deadliest insult, but to charge a nation with that lack is sheerly to grovel to the groundlings, and to court an easy popularity or a cheap notoriety through exaggeration.

"Scotland, that knuckle-end of England, that land of Calvin, oatcakes and sulphur," said Sydney Smith; and the fallacy no doubt originated in the Englishman's common conception of a Scotsman as either a canting Calvinist or a carrot-pated criminal in kilts. That type of Englishman is firmly convinced that one half of the Scottish nation spend their days in church, chanting—

"My soul is like a rusty lock
Oh, ile it with Thy grace";

and that the other half are in England, in the pick of English posts, rifling English pockets.

WIT AND HUMOUR UNDEFINED

But I take it that the popular indictment of Scottish humour is partly due to the common misconception of what humour is. It is often taken as synonymous with wit. Both wit and humour, like art, poetry, and love, are quite indefinable. But humour is the more elusive of the two. There are national types of wit, an English wit, a French wit, a German wit, an Irish wit, and—yes—a Scottish wit, for

"Manners, with fortunes, humours turn with climes."

But humour is something universal, the curious and blessed gift that man has, all the world over, of discerning the incongruous in most things. Wit is related to the superficial, but humour dwells deep down in the inmost heart of us. Wit may be caustic; humour is kindly. Wit is the accompaniment of comedy and draws forth the loud guffaw of the top gallery of the music halls. But humour is not divorced from tragedy, and its laughter may be very close to tears. And Scotsmen, no less than others, have been blessed with that good gift of being able to laugh through tears, and to see the "funny side" of things. Indeed, it is a merciful provision of Providence that it is so, for, when a Scotsman doesn't flourish (and Scotland is not a land to flourish in, with neither a kindly climate nor a kindly soil), he can tighten his belt all the more comfortably, with—lacking more substantial things—a sense of humour to sustain him.

Scottish "wit," is not English wit, but a sense of humour is the same in kind all the world over. Scottish wit, of both the deliberate and accidental kind, consists very largely in a certain dry way of saying something so simple and obvious that it is least expected.

"Does it always rain in this abominable country?" asked an indignant tourist. "Na," was the reply, "it sometimes snays." Another gentleman, in the midst of a downpour, on observing sarcastically, "Fine weather!" was answered doubtfully, "Well, I was thinking it was rather dampish." There is a story of a Scottish lady too, who was afraid to cross a certain ferry on a stormy day, and preferred going by the bridge. Her friends suggested "Trust in the Lord," to which she replied, "I'll na trust in the Lord so long as there's a brigg in the country." In stagecoach days, the advertisements of a Scottish stagecoach bore the singular announcement that it would always start on Mondays, "The Lord permitting, and the weather being favourable," but that, failing to do so, it would go on Tuesday "whether or not."

AN AMERICAN OPINION.

Stephen Leacock, the foremost American humorist of the present time, is of the opinion that all Scottish wit and humour is a little edged and cruel. Just how he can reconcile, with the opinion, Sir James M. Barrie, I do not know, for surely he is the most gentle, the most Elian of humorists since the "gentle" Charles Lamb himself. But, to bear out his statement he tells us the story of a Scotsman who had a sister-in-law, his wife's sister, with whom he could never agree. He objected to going anywhere with her, and in spite of his wife's entreaties always refused to do so. The wife was taken mortally ill, and as she lay dying she whispered, "John, ye'll drive Janet with you to the funeral, will ye no?" The Scotsman, after an internal struggle, answered:—"Margaret I'll do it for ye, but it'll spoil my day." But this is not typical of Scottish wit, and we cannot accept Mr. Stephen Leacock's indictment without question.

The very terseness and scintillating sparkle with which one can express oneself in French, that tongue of polished steel, constitutes in itself a peculiarly French wit; grotesque hyperbole is typical of American humour; redundancy of metaphor, richness of phraseology and illustration, is peculiarly Irish; a quaint, wry, dry, naivete seems to be the special characteristic of Scottish wit and humour. A Scotsman would never address his audience as once did a Poor-Law guardian in the North of Ireland:—"Mr. Chairman and gentlemen of the Board, the eyes of Europe are upon us—the apple of discord has been flung in our midst, and if it be not nipped in the bud will burst into a conflagration which will deluge the world"!

The Irishman suffers from a constitutional inability not to mix his metaphors. It is a delusion to suppose that "bulls" are a characteristically Irish form of wit. Perhaps the best "bull" of all has been uttered by a Capuchin monk, who called upon his congregation to be specially thankful that Providence should have placed death at the end of life and not in the middle, so that we "might have all possible time to prepare for it!"

IS THE SCOT LACKING IN TACT?

The Scotsman is a less sociable animal than the Frenchman, and he lacks, it must be admitted, that ready tact which prompted the Duc de Richelieu to cover gracefully the clumsiness of a guest. The Duke was showing guests a collection of jewellery, among which were two valuable watches. One unfortunate young man dropped the watches accidentally on the floor. The Duke, with a ready tact, hastened to relieve him of mortification by saying laughingly:—"Ah, sir, you are more skilful than my watchmaker. He never succeeded in making them go together."

Nor have we anything in Scotland quite like the strange, infinitely wit of the cabbies, costermongers, street-sweepers, and city-arabs of London. When an old country clergyman begged piteously and with infinite mildness, of a conductor of an omnibus to "make haste and save his appointment in the Strand" the conductor shouted to the driver, "Go on, Bill! Here's a 'ole cove a-cussin' and a-swearin' like anythink." But our new taxi-drivers can be quite funny, at times—when you offer them their legal fare.

"Nothing comes amiss to your true wit," said Falstaff, and I think the war has proved it. Captain Bruce Bairnsfather, Ian Hay, Bartimeus, Taffrail, Neil Lyons, and a host of others have extracted drollery from situations unprecedented in horror and hardship. The humorists truly have helped to win the war, and Scotsmen are numbered in brave array among them.

BRED ON "HALESOME PARRITCH."

When that old gibe of Sydney Smith's anent a surgical operation and a Scotsman's head, turns up again, as it assuredly will, I am going to retaliate with the delightful story which is related by Angus M'Neill in *The Egregious English*, a book which is in the nature of a retort provoked, it will be remembered, by Mr. Crosland's "The Unspeakable Scot." A King of Portugal who visited England was asked on his departure what had struck him most upon his visit in England. He replied, "The roast beef." This answer somehow disconcerted his interlocutor, who, however, asked again, hopefully, "and what after that?" The reply was laconically brief, but neatly expressive of *multum in parvo*. The king, with unruffled, solemnity replied, "What then? Why, the boiled beef"!

And what says Shakespeare of the beef-eater? "I am a great eater of beef, and I believe that does harm to my wit." Thus Sir Andrew Aguecheek, in the 'Twelfth Night.' Rather than come to the unhappy condition of Sir Andrew, let Scotsmen stick to their "halesome parritch, chief of Scotia's food"! It will not do harm to the wit! It has bred Sir Walter Scott and Dean Ramsay and Lord John Russel and Professor Blackie, and many a pawky Scottish humorist. It has taken Scotsmen over the top, with a jest on their lips. It gave us Robert Louis Stevenson and Sir James M. Barrie. The *joie de vivre* of warmer climes is not ours, but the Scotsman has a faculty of enjoyment which is no whit less appreciative of all that gives good cheer; and the sauce piquante of a joke is as necessary to him as his "parritch."

And the fact that seventy-five per cent. of the jokes accepted by the Editor of *Punch* come from Scotsmen is surely sufficient testimony that Scotland, in spite of gibes, is not a jokeless Sahara.
—M.M. in the *Weekly Scotsman*.

LORD PIRRIE AND THE MOTOR SHIP.

Lord Pirrie, in an interview published in this month's *Motor Ship*, states that he sees no limitation to the size of motor ships. His firm, Harland & Wolff, have built engines of 3000 h.p., but drawings are prepared for larger sizes that will come in due course. Lord Pirrie is of opinion that there is no longer any question whatever concerning the reliability and suitability of the Diesel engine for marine propulsion. Harland & Wolff's oil engine works, which are now very large, will, it is stated, be doubled within the course of the next two years. Lord Pirrie believes that there will be no shortage of oil fuel in the future, provided it is used economically and not wasted, and considers that the position will improve when more oil tankers have been built.

NOTICES.

LANE, CRAWFORD & CO.

SOLE AGENTS FOR SPALDING'S ATHLETIC GOODS.

SHILLCOCK'S FOOTBALLS

SPECIAL NOTICE TO CLUB SECRETARIES

FOOTBALL JERSEYS

— AS —

THE OPENING SEASON

— FOR —

FOOTBALL, CRICKET & HOCKEY

IS QUICKLY APPROACHING,

WE TAKE THIS OPPORTUNITY OF STATING THAT WE HAVE AN EXCELLENT SELECTION OF THE NECESSARY REQUISITES FOR THESE GAMES. MANUFACTURED BY WELL-KNOWN BRITISH MAKERS.

SPECIAL TERMS TO CLUBS, COLLEGES. AND SERVICE TEAMS.

WATSON'S

HYGIENOL

A Powerful Disinfectant Germicide & Deodorant.

A. S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY.

Telephone No. 16.

WHITEAWAY'S

— ARE —

Extending their business Premises by

Opening out another Floor.

During Alterations

our clients will have the benefit of a

10% discount for Cash

off every article in the store.

New Goods in every Department

New Autumn Styles in Tailor Made Costumes, New Blouses, New Skirts, New Dresses for Ladies', New Suits, New Jerseys and Sweeters for Boys, New Ties, New Cashmere ½ Hose, New Silk ½ Hose, New Woollen Underwear, New Pyjamas and Shirts for Men, New Shadow Tissues, New Bordered Casement Cloths, New Art Serges, Repps and Poplin's for Winter Curtains, New Quilts, Sheets, Bedspreads and Household Linens.

All subject to above liberal discount. Now is the time to fill your requirements for the coming cold season.

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WHITEAWAY'S

The Reliable Cash Firm.

HONGKONG.

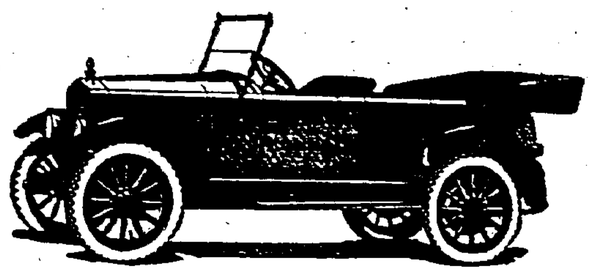
THE

DRAGON MOTOR CAR COMPANY

(THE EUROPEAN GARAGE.)

Agents in South China (Hongkong, Canton & Macao) for

HUDSON, ESSEX, ARMSTRONG-SIDDELEY, RUSTON-HORNSBY & DODGE BROTHERS MOTOR CARS.



HEAD OFFICE: 24 DES VŒUX RD. C. 36 NATHAN RD., KOWLOON.
TEL. 482 & 3552. TEL. K 226.
SERVICE STATION AT 157-8 PRAYA EAST TEL. 482.

The Dragon Motor Car Co. is noted for the best and most reliable cars and careful chauffeurs.

C. LAURITSEN, PROPRIETOR.

THE SCOTTISH SECRETARY.

A DESIRE OF SCOTTISH PEOPLE.

In the City Chambers, Edinburgh, recently, Lord Provost Wotherspoon, Perth, presided over a gathering representative of Local Authorities and other interests in Scotland supporting the proposal to raise the status of the Secretary for Scotland to that of a Secretary of State.

Mr D. Robertson, Depute Town-Clerk of Edinburgh, said that invitations had been sent to 40 public bodies, including the larger burghs, County Councils, of Commerce and Agriculture.

Lord Provost Wotherspoon said the raising of the status of the Scottish Secretary was only what was due to Scotland. He did not think they would have long to wait till their wishes were consummated. It would result in very great benefit to Scotland. (Applause.)

ENGLISH OFFICIALS' ATTITUDE.

A resolution representing to the Prime Minister the desire and expectation of the people of Scotland that the Scottish Secretary should become a Secretary of State was submitted by Professor Sir Richard Lodge.

It is notorious to anybody who has had experience of administration in Scotland, said Sir Richard, that officials in England have an inadequate knowledge and very often an inadequate perception of Scottish interests. Some of them seemed almost to forget that such a kingdom existed at all. (Hear, hear.)

The Secretary for Scotland was really five or six Ministers rolled in one. Scotland required a man of great powers, ability, and industry. They had such a man now—(hear, hear)—and Scotland would not be loyal to a man who so efficiently represented her if she allowed him to continue in the subordinate position in which he has now.

Sir Robert Usher seconded. The resolution was unanimously passed.

FAMOUS V.C. COLONEL DIVORCED.

Mrs. Nelly Elizabeth Crawford Sherwood-Kelly was recently granted a divorce on the ground of the misconduct and desertion of her husband, Colonel John Sherwood-Kelly, V.C. The marriage took place in April 1915, and the petitioner gave evidence that it was unhappy almost from the first.

TRY ONE AFTER DINNER.

If you are troubled with flatulence, a sense of over-fulness and drowsiness after eating, just take one Pinkette after the principal meal daily for a few days and see how efficiently they remedy this condition.

Pinkettes are a specific for constipation, disordered liver, biliousness, sick headaches, coated tongue, foul breath, pimples and blotched skin. They are tiny but thorough, act as gently as nature. Obtainable from medicine vendors everywhere, or at 60 cents the vial from Dr. Williams' Co., 96 Szechuen Road, Shanghai.

NOTICE.

IN THE SUPREME COURT OF HONGKONG PROBATE JURISDICTION.

In the Goods of Herbert Fullarton Dent formerly of Canton in China but late of Chestnut Lodge Surbiton in the County of Surrey Esquire deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of Ordinance No. 2 of 1897, made an Order limiting the time for creditors and others to send in their claims against the above Estate to the 7th day of October 1920.

All creditors and others are accordingly hereby required to send their claims to the undersigned on or before that date.

Dated the 8th day of September 1920.

JOHNSON, STOKES & MASTER,
Solicitors for the Attorney for the Executors,
Prince's Building,
Ice House Street,
Hongkong.

NOTICE.

DOUGLAS STEAMSHIP CO., LTD.

The Ordinary General Meeting of the above Company will be held at the Company's Offices at Noon on Saturday the 25th inst. 1920.

The Transfer Books of the Company will be closed from the 17th to 25th instant both days inclusive.

DOUGLAS LAPRAIK & CO.
General Managers.
Hongkong, 9th September, 1920.

NOTICE TO CONSIGNEES.

"BEN" LINE OF STEAMERS.

From ANTWERP, MIDDLESBRO, LONDON and STRAITS.

The Steamship
"BENALDER"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th Sept. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 25th Sept. or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 18th Sept. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.
Agents.
Hongkong, 11th September, 1920.

THE CANTON INSURANCE OFFICE LIMITED.

NOTICE is hereby given that an Extraordinary General Meeting of the Members of The Canton Insurance Office Limited will be held at the Offices of Messieurs Jardine Matheson & Co., Limited the General Agents of the Company at No. 16 Pedder Street Victoria Hongkong on TUESDAY the 21st day of SEPTEMBER 1920 at 12 o'clock noon when the subjoined Resolution will be proposed as an Extraordinary Resolution viz:—

"That the New Articles contained in the printed document submitted to the Meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby approved, and that such new Articles be, and they are hereby adopted as the Articles of the Company in substitution for, and to the exclusion of, all the existing Articles thereof."

Should the above Resolution be passed by the requisite majority, it will be submitted for confirmation as a Special Resolution to a further Extraordinary General Meeting and such Meeting will be held on THURSDAY the 7th day of OCTOBER 1920 at the same time and place for the purpose of considering and if thought fit confirming such Resolution as a Special Resolution accordingly.

Copies of the proposed New Articles and of the present Articles may be seen at the Offices of the General Agents or at the Offices of Messieurs Deacon, Looker, Deacon and Harston the Company's Solicitors at No. 1 Des Vœux Road Central, Victoria, Hongkong.

Dated this 17th day of August 1920.

JARDINE MATHESON & CO. LTD
General Agents.

NOTICE.

HONGKONG VOLUNTEER DEFENCE CORPS.

A Meeting of Officers and N. C. Os will be held at Headquarters on Monday, 13th instant at 6.15 p.m.

All Officers and N. C. Os are requested to attend.

G. F. E. RAPSON, Br-Major
Adjutant, H. V. D. Corps.
Hongkong, 7th September, 1920.

NOTICE.

We have this day established ourselves as Consulting Engineers and Surveyors.

BEST & MAY,
C/o Union Engineering Co., Ltd.
13 Chater Road.

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European Officials and merchants in this Colony for over twenty years.

He has a good method of teaching Europeans to pass in the Chinese examination, and is possessed of first rate certificates as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to apply to No. 192, Queen's Road, Central, 2nd. floor.

NOTICE.

The interest and responsibility of the undersigned in the business hitherto carried on at No. 34, Queen's Road Central under the name of A. Abdoolrahim as Architect, Surveyor and Civil Engineer, ceases as from the 8th day of September, 1920.

Hongkong, 8th day of September, 1920.

A. ABDOOLRAHIM.

NOTICE.

102 bundles plain Galvanized Wire

Marks: B. J. – Consignees Knapp
Caple & Baxter
8.6.19
Hongkong

The above-mentioned cargo having arrived by the s. s. "M. S. Dollar" on August 18, 1920, and remaining unclaimed, consignees of same are hereby notified that it is being stored at their risk and for their account in the hazardous and/or extra hazardous godowns of the Hongkong & Kowloon Wharf & Godown Co., Limited., and the undersigned reserve the right to sell same by Public Auction to defray all charges should it not be claimed within a reasonable length of time.

THE ROBERT DOLLAR CO.,
Agents.
Hongkong, 9th September, 1920.

DON'T FORGET THE GRAND MUSICAL TREAT

AT THE

KOWLOON CRICKET CLUB

TO-NIGHT AT 9 P.M.

The FULL BAND of the Wiltshire Regiment.
Mrs. A. O. BRAWN, L.R.C.M., Soprano.
Miss CLARA J. MATTOCK, L.R.A.M., Pianist.
Mr. MAURICE HAMBIER, Patterer and Dancer.
Mr. HARRY W. CHANEY in Musical Monologues.
Mr. T. A. BARRY, Humourist.
Mr. G. E. LUCAS, Baritone.
Master J. A. COLLETT, Soprano.

Admission $1.00 A Special late Ferry will run.

COMING! COMING!

THE

BANDMAN COMEDY COMPANY 1920.

In a Repertoire of the Latest London Plays.

Booking plans will be open at MOUTRIE'S on Monday 13th.

G. R.

NOTICE.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 13th day of September, 1920, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Bowen Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements N.	S.	E.	W.	Contents in sq. ft.	Annual Rent.	Upset Price.
	Inland Lot No. 2304	Bowen Road	feet. As per	feet. per	feet. sale	feet. p an.	about 6,000	$ 56	$ 1,360

G. R.

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PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements N.	S.	E.	W.	Contents in sq. ft.	Annual Rent.	Upset Price.
	Inland Lot No. 2305	Bowen Road	feet. As	feet. per	feet. sale	feet. plan.	about 6,810	$ 20	$ 2,140 80

G. R.

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PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements N.	S.	E.	W.	Contents in sq. ft.	Annual Rent.	Upset Price.
	Inland Lot No. 2306	Bowen Road	feet. As per	feet. per	feet. sale	feet. plan	about 3,600	$ 24	$ 2,534

G. R.

NOTICE.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 13th day of September, 1920, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land above Bowen Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT

No. of Sale	Registry No.	Locality	Boundary Measurements N.	S.	E.	W.	Contents in sq. ft.	Annual Rental.	Upset Price.
	Inland Lot No. 2307, South of Inland Lot No. 2305, Bowen Road.		feet. 80	feet. 90	feet. 80	feet. 90	4,600	$ 44	$ 2

NEW ADVERTISEMENTS.

QUEEN'S DISPENSARY.

NOTICE.

We beg to announce that the Queen's Dispensary has been removed to ST. GEORGE'S BUILDINGS,

(OPPOSITE STAR FERRY).

HARPER AND CO., LTD.

P. & O. S. N. COMPANY.

The Steamship
"JEYPORE"
5,200 Tons.

will be despatched for STRAITS PORTS, COLOMBO, PORT SAID, MARSEILLES, LONDON & ANTWERP direct.

on or about
MONDAY, the 13th September.

For Freight apply to:—
MACKINNON MACKENZIE & CO.,
Agents.
22, Des Vœux Road Central,
Hongkong.
Hongkong, September 7th, 1920.

PUBLIC AUCTION.
OF
VALUABLE LEASEHOLD PROPERTY

Situate at Kowloon in the Colony of Hongkong to be sold in pursuance of an Order of the Supreme Court of Hongkong made in Action No. 99 of 1920 Original Jurisdiction Between The Bank of Canton Limited Plaintiffs and Samuel Ebenezer Green trading as Banker & Co. Defendant

on Monday, the 27th. day of September, 1920,
at 3 o'clock in the afternoon
by
MESSRS LAMMERT BROS.
Auctioneers.
at their Auction Rooms, Duddell Street, Victoria, Hongkong.

The property consists of—ALL THAT piece or parcel of ground situate in the Dependency of Kowloon and Colony of Hongkong and known and registered in the Land Office as Section H of Kowloon Inland Lot No. 410 together with the messuage erected thereon known as No. 15 Hankow Road, Kowloon. Term 75 years from 24th. June 1892 created by a Crown Lease dated the 11th. November 1892 Proportion of Annual Crown rent $20.12. Area 3,594 Square feet.

For further particulars and conditions of sale apply to

MESSRS JOHNSON STOKES & MASTER
Prince's Building,
Ice House Street,
Solicitors for the Vendor
or to
MESSRS. LAMMERT BROS.,
The Auctioneers.
Hongkong, 9th September, 1920.

'FOR SALE.

MILNER'S SAFES

APPLY TO
LAMMERT BROS.
Duddell Street

NOTICE.

The business hitherto carried on by Mr. A. Abdoolrahim as an Architect, Surveyor and Civil Engineer at No. 34 Queen's Road Central will as from to-day be carried on under the style of Abdoolrahim & Co. by the undersigned at the same address.

Hongkong, 8th day of September, 1920.

JOHN MORAES.
WILLIAM HALL.

WANTED.

WANTED.—Godown on Hongkong side, preferably located in Kennedy Town, to accommodate about 3,000 to 4,000 tons merchandise. Anyone interested in the leasing of such godown kindly reply to Box 434 c/o "Hongkong Telegraph," giving full particulars regarding length of lease, rental, location, etc.

TO BE LET.

TO-LET.—Two storied House (4 large and 2 small rooms, kitchen, servants' quarters, &c.) in Kowloon. Available from 1st November next. Apply by letter to Butterfield & Swire.

TO LET.—Furnished House on Peak to be let for one month or six weeks from 23rd September. Apply Box 433 c/o "Hongkong Telegraph."

FOR SALE.

FOR SALE.—Just arrived, Rennoe coach built side-car outfit, chassis, wheel and tyre, hood and screen, four lockers. Splendid model. Expressly for Harley Davidson. $375. Apply Box 435 c/o "Hongkong Telegraph."

FOR SALE.—Land at Kowloon, about 16,945 square feet, in a very desirable position for European dwellings. For full particulars apply to:—Linstead & Davis, Alexandra Buildings, Hongkong.

NOTICE.

From the 1st September Mr. L. Gain has been appointed manager of the firm in Hongkong to replace Mr. Gaujoin, former manager, leaving Hongkong for the Head Office in Tientsin.

R. GAUJOIN
General Manager
Brossard Mopin & Co.

NOTICE.

THE GREEN ISLAND CEMENT CO., LTD.

AN INTERIM DIVIDEND of Fifty cents per share has been declared for the half-year ending 30th June, 1920.

Such Interim Dividend will be payable on and after FRIDAY, 17th September, 1920 at the Offices of the Company, where shareholders are requested to apply for Warrants.

The REGISTER of SHARES of the Company will be closed from 6th to 16th September, 1920 (both days inclusive) during which period no transfer of Shares can be registered.

By Order of the Board of Directors.

SHEWAN TOMES & CO.
General Managers.

NOTICE.

KOWLOON CRICKET CLUB.

A Grand Illuminated Promenade Concert will be held in the grounds of the K.C.C. on Saturday, September 11th, at 9 p.m. The Full Band of the Wiltshire Regiment will perform (by kind permission of Lieut.-Col. Wyndham and Officers), and several well-known local artists will appear. Admission $1.00.

NOTICE.

HONGKONG HOTEL CO., LTD

An Interim Dividend of $5 per share has been declared for the half-year ending 30th June 1920.

Such interim dividend will be payable on and after Tuesday, 14th September 1920 at the Offices of the Company, where Shareholders are requested to apply for Warrants.

The Register of Shares of the Company will be closed from 7th to 14th September 1920 (both days inclusive) during which period no transfer of Shares can be registered.

By order of the Board of Directors.

J. H. TAGGART,
Manager.
Hongkong, 31st August, 1920.

ST. STEPHEN'S COLLEGE.

Re-opens September 13th.
Entrance Examination September 11th.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE
(Direct)

"ACHILLES"	14th Sept.	London, Amsterdam & Antwerp
"MENTOR"	21st Sept.	London, Amsterdam & Antwerp
"HELENUS"	12th October	London, Amsterdam & Antwerp
"KEEMUN"	21st October	London, Amsterdam & Hamburg
"JASON"	31st October	London, Amsterdam & Antwerp

LIVERPOOL SERVICE
(Direct or via Continental Ports)

"CYCLOPS"	13th Sept.	Genoa, M'les, L'pool & Glasgow
"EURYPYLUS"	3rd October	Marseilles, Havre & Liverpool
"TITAN"	10th October	Genoa, M'les, L'pool & Glasgow
"PELEUS"	19th October	Genoa, Liverpool & Glasgow

PACIFIC SERVICE
(via Kobe and Yokohama)

"TYNDAREUS"	6th October	Victoria, Seattle and Vancouver
"TEUCER"	20th October	
"IXION"	12th Nov.	

NEW YORK SERVICE
(via Suez or Panama)

As per Joint Service Advertisement on Page 9.

HOMEWARD PASSENGER SERVICE

"MENTOR"	21st September	for London direct
"STENTOR"	8th October	for London direct
"TEIRESIAS"	19th October	for London direct
"IDOMENEUS"	3rd November	for Liverpool via Marseilles

For Freight and all Information Apply to

BUTTERFIELD & SWIRE
AGENTS.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship
"WAWALONA"

having arrived from Portland, Ore, via ports, on September 10th consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd, Kowloon, and stored at consignee's risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 16th inst. by the Co's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here; after which they cannot be recognized. No claim will be recognized after the goods have left the Godowns, and cargo undelivered on and after September 17th will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.,
United States Shipping Board Emergency Fleet Corporation
Managing Agents.

THE ADMIRAL LINE.
5th Floor Hotel Mansions.

Hongkong, 10th September, 1920.

CONSIGNEES.

STRUTHERS & DIXON INC.

NOTICE TO CONSIGNEES.

From BALTIMORE

THE Steamship
"EASTERN CROWN"

having arrived from Baltimore via ports, on 6th September, 1920, consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 13th Sept., 1920 by the Company's Surveyors, Messrs. Carmichael and Clarke.

All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after 13th September 1920, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC.,
Agents.

1st floor, Powell's Building,
12, Des Vœux Road Central.

Hongkong, 6th September, 1920.

W. S. BAILEY & CO., LTD.,

ENGINEERS & SHIPBUILDERS, HOK UN KOWLOON.

HARBOUR REPAIRS
Call Flag "L"

Sole Agents for
"KELVIN MOTORS."
Motors from 12 B.H.P. to 50 B.H.P. now in stock also spare parts.

Works ... ... Tel. K.2'.
Manager... ... " K.139.
Secretary ... " K369.
Harbour Engineer " K.28.
Telegrams "SEYBOURNE."

CONSIGNEES.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S. S. "PERSIA MARU"
From SAN FRANCISCO via HONOLULU, JAPAN PORTS & MANILA.

From SOUTH AMERICAN PORTS via SAN FRANCISCO, HONOLULU & JAPAN PORTS.

The above named Steamer having arrived, on Friday, Sept. 10th 1920, consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignee's risk.

Storage will be assessed on cargo remaining undelivered after 17th Sept., 1920.

All broken, chafed and damaged packages will be landed into the Company's Godowns, where same will be examined on September, 18th at 10 a.m.

No Claims will be recognised after the goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.

Y. TSUTSUMI.
Manager.

Hongkong, 10th September, 1920.

MIXED BATHING.

GOUROCK LEADS THE WAY ON CLYDE.

Inquiries at West of Scotland coast places bear out the view that the question of mixed bathing is either accepted as an institution, or is more or less overlooked.

Gourock, which claims the honour of being the pioneer of mixed bathing on the Clyde, has never heard the voice of protest raised against this feature of its communal life.

Huge crowds at present watch the bathers daily at the municipal pond adjoining the esplanade, and, although the water is rather cold for July, the ladies are in majority.

At Rothesay the question of mixed bathing has not yet arisen. Possibly this is due to the fact that the gentlemen's and the ladies bathing places on the West Bay are placed alongside of each other, and that occasional friendly raids are made into one another's territory without objection from any captious critic.

Bathing goes on all day long without any trouble or friction. Family parties bathing together are occasionally to be seen.

The custom has not yet been introduced at Dunoon. Those in authority and position in the town, it is well known, look upon it with an unfriendly eye, and have never spoken favourably of it.

THE DECREASING COAL OUTPUT.

EXPLANATION BY A MINERS' LEADER.

Undoubtedly one of the most disappointing features of the coal industry is the decreasing output, says a mining correspondent of a Home paper. When the Prime Minister met representatives of the miners in the closing days of March he emphasised the necessity for an increased output, and having intimated a minimum increase of 2s. per day to adults who were paid fixed wages, and a percentage advance to pieceworkers, he made a powerful appeal to miners' leaders to use their influence with the miners to increase the working time in districts where only ten days a fortnight were worked.

Nothing has been done in the direction suggested, and the Government's weekly returns of the past two months have been such as to cause great anxiety among coalowners and merchants. For the week ending April 24 the output was 4,989,660 tons. This was the largest output of any week since the inauguration of the seven hours' day. In the following week, however, there was a drop of nearly half a million tons; and in no week since has the output come near to that of April 24. For the week ending July 12 the total was only 4,176,328 tons. The average weekly output for 1913 was 5,520,000, and in the pre-war year nearly 80,000 fewer persons were employed in and about the mines of the country than there are to-day.

THE OUTCOME OF CLASS WAR.

If Mr. Vernon Hartshorn, M.P., one of the miners' leaders, is to be accepted as an authority, the reduced output is a symptom of the "classwar" which has been waged. Writing in a South Wales newspaper, Mr. Hartshorn states that so long as there was hope of nationalisation the miners' leaders "used their influence in urging the men to produce more coal;" and he added that "if nationalisation is brought into existence that influence will be used again to the full and maintained. But as long as the Coalition Government are determined upon a class war, then a class war let it be."

Under the Coalition Government miners' wages have been raised by 160 per cent., and the working time has been reduced by one hour per day. Speaking in the House of Commons recently, Sir Robert Horne said:—"The coalowner to-day gets no excess profits, because he is limited to the profit he got upon his standard before the war." If we are to judge by this remark made by the President of the Board of Trade it looks, if a "class war" has been going on, as if victory had rested entirely with Mr. Hartshorn and his friends.

Mr. Hartshorn has let the cat out of the bag. Despite the appeal of the Prime Minister, the miners' leaders have done nothing to induce the miners to make an effort to increase the coal output; and in place of increased production propaganda it appears that a "class war" is to be carried on as long as nationalisation is refused.

A GENERAL MANAGER'S VIEWS.

Asked his views on the situation, the general manager of an East of Scotland colliery said that the output of the past few weeks was disappointing in the extreme, and did not hold out bright prospects for the winter. The advance in wages conceded three months ago to the miners had added 2s. 10d. to the ton of coals to consumers, and a claim had been lodged for another increase, which meant 2s. 9d. more. Instead of being a "class war," as Mr. Hartshorn alleged, it looked as if the miners' leaders were waging war against the coal consumer.

Asked how he accounted for the alarming decrease in the output, the general manager said that the output per person employed had fallen by from 20 per cent. to 25 per cent. since 1913. Fifty per cent. of the decrease might be attributed to the seven hours' day which began on July 16, 1919. It was not a difficult matter to account for the other 50 per cent. decrease. From time immemorial the output had fluctuated according to the trade conditions.

In time of high wages the output per man employed had always fallen. At every colliery there is a proportion of men who are content to earn a bare living, and their output is regulated by the ton price. At present matters are accentuated by the war and the Sankey wages. The war wage of 3s. a day is paid, although labour should be suspended by an accident to machinery or from scarcity of waggons, while the Sankey wage is paid whatever the output might be. This means that men start in the morning with 5s. to their credit for the day. A minimum output should have been enforced in connection with both bonuses.

SHIPBUILDERS.
SHIP REPAIRERS.
BOILER MAKERS.
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OXY-ACETYLENE AND ELECTRIC WELDERS.
MECHANICAL AND ELECTRICAL ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY OF HONGKONG, LIMITED

—DRY DOCK—
LENGTH 787 FEET.
LENGTH ON BLOCKS 750 FEET
DEPTH ON CENTRE OF SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—
CAPABLE OF HANDLING SHIPS UP TO 3000 TONS DISPLACEMENT.
ELECTRIC CRANE AT SEA WALL CAPABLE OF LIFTING 100 TONS AT 70 FEET RADIUS

TEL. ADDRESS:—"TAIKOODOCK" HONGKONG.
TELEPHONE No. 302
CODE PLAS: "C" OVER "A.B.C. PERMANT."

BUTTERFIELD & SWIRE, AGENTS.
HONGKONG, CHINA & JAPAN.

HINDOO RIOT.

A LIVERPOOL FIGHT.

Revolver fighting by Hindoos in Soho-street, Liverpool, has resulted in the death of one man and injuries to four others.

In the police court, four young Hindoos were charged with the wilful murder of Thomas Daniels and the attempted murder of another Hindoo, Ali Shaw.

It was stated that the four prisoners, who were Hindoo seamen, were discharged from their ship, and that on getting to Soho-street they had an altercation over money. Revolvers were produced and shots exchanged.

All the prisoners denied the charge.

Following the riot the police found two revolvers lying in the street also live and spent cartridges.

Now on sale everywhere!

Messrs. Benger's Food Ltd. are able to announce that supplies of Benger's Food should now be readily obtainable throughout India and the Far East.

Should any consumer find difficulty in obtaining Benger's Food, communications addressed to Benger's Food Ltd., Manchester, England, will receive prompt attention.

BENGER'S Food

is for INFANTS, INVALIDS and the AGED.

During 35 years' use by the Medical Profession, it has fulfilled every claim made for it.

Book it and full particulars post free from:
BENGER'S FOOD LTD. MANCHESTER, England.
Branch Offices: New York U.S.A., 36 Bonhams Street, [illegible] W.1 and 270, 272 Strand.

GREATER EDINBURGH.

FORMER DECISIONS REAFFIRMED.

Edinburgh Boundaries Extension and Tramways Bill was reconsidered recently by Sir Park Goff's Committee in accordance with the instruction of the House of Commons that they should have regard to the findings of the Joint Committee of both Houses of Parliament in the case of the Birkenhead Extension Bill.

After half an hour's consultation in private, following the hearing of pleas of opposing counsel, the Committee recalled the parties, and the Chairman announced the decision as follows:—"The Committee desire to say that the decision of the Joint Committee appears to have been intended as an intimation to the Department to guide them on the question of the introduction of Bills confirming Provisional Orders, rather than as a direction to Committees of Parliament. It does not introduce any new standard for the decision of such cases as Birkenhead and Edinburgh. The issue, as stated in the decision of the Joint Committee, was the very issue presented in terms by both sides in the Edinburgh case, and it was that issue to which the Committee directed their attention on the hearing, and they reconsidered it after again hearing counsel.

"The Committee, after hearing and carefully considering the arguments presented to them, are unanimously of opinion that there is no analogy at all between the Edinburgh and Birkenhead cases, and that there were in this case such special considerations of the public advantage which will result in the incorporation of Leith as to make it, in their opinion, desirable and advantageous in the public interest that the incorporation should take place."

THE OPIUM QUESTION.

The Edinburgh Anti-Opium Committee have passed the following resolution, and sent copies, to the Prime Minister and the various heads of departments concerned: The Committee thank the Government for the prompt introduction of the Dangerous Drugs Bill, and trust that facilities will be given for its speedily becoming law; they, however desiderate in it a more definite restriction of both "raw opium" and morphia and cocaine to medical requirements, which they believe to be the intention of the Hague Articles when taken as a whole; they also trust that the provisions of the Bill will be extended to India and other Eastern Dependencies, according to the terms of the Declaration of the British signatories at the Hague, which says, "The Articles of the present Convention shall apply to British India, Ceylon, the Straits Settlements, Hong-Kong, and Wei-hai-Wei, in every respect in the same way as they shall apply to the United Kingdom and Ireland."

FRECKLES AND HIS FRIENDS — He Could Keep Out of the Game by Playing in It! — BY BLOSSER

WATSON'S

STONE GINGER-BEER

The ONLY fermented Stone Ginger-Beer in the Far East.

The real charm of Stone Ginger-Beer is the flavour produced by partial fermentation; without this no Stone Ginger-Beer can be said to be genuine.

$1.20 per dozen.

A.S. WATSON & CO., LTD.

ÆRATED WATER MANUFATURERS.

Telephone 436.

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but a and evidence of their bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rate of subscription to "The Hongkong Telegraph" is $36 per annum. (Payable in Advance.)

The rate per quarter and per mensem, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The "Hongkong Telegraph" is delivered free when the addressee is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional $1.80 per quarter is charged for postage.

Single Copies, Daily, ten cents.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" is now on sale at, and will be belivered to subscribers by, the Dairy Farm Company, Ltd., Shameen, Canton, who are our agents there.

The Hongkong Telegraph

HONGKONG, SATURDAY, SEPTEMBER 11, 1920.

TRADE UNION DEMANDS.

Whether the Old Country is to be plunged into the throes of a great industrial strike in consequence of the demands of the miners is a question, the answer to which is being awaited with the greatest anxiety by Britons the world over. It is clear that in the present unsettled conditions such a development would amount to a disastrous calamity, and, what is more, it might easily lead to an upheaval the consequences of which would threaten the whole structure of government. There is some ground for hope in the fact that the miners' leaders are now in touch with the Government, and that the latter desires to treat the issue quite fairly is evident from Sir Robert Horne's statement that the Cabinet will gladly let the Industrial Court decide concerning the demands for increased wages, the Court, if the miners so desire, to include representatives of the employers and the workers as well. Whether the Miners' Federation will agree to submit the matter to the Industrial Court, however, is doubtful, especially in view of the fact that considerable dissatisfaction was caused in labour circles some time back when the Court decided that no case had been made out for a further increase of wages in the engineering and shipbuilding trade. When that decision was made known the opinion was freely expressed in labour quarters that the Industrial Court method should be thrown over and a reversion made to the older practice of dealing direct with employers.

It seems to us that in all these constantly-recurring labour disputes the problem which employers are up against is that of reducing production costs, and although it is not suggested that high wages cannot be associated with low manufacturing costs, it can be very definitely asserted that even the present liberal rates of wages —let alone higher rates—cannot be justified as long as they are associated with low rates of output. There is nothing new in this statement, and if it is repeated it is because it is the pivot on which everything else turns. What employers want, and what we believe the sane and honest worker desires, is that the principle of payment by results should be accepted. It is the only sensible plan on which the industrial problem of to-day can be solved. The old trade unionism which seeks to reduce every man's effort and incidentally his wages—for that is the ultimate result—to the level of general inefficiency, will not do in the present year of grace. It only stood the test in the old days, because the cost of living was low and restriction of output was not so regular a feature in industry as it is to-day. As a Home commentator says, the factory and workshop system has got to be reformed root and branch, and if this cannot be done without a conflict—that conflict will have to take place. It will be a thousand pities if industrial war is thrust upon the country, but it would almost seem as if nothing but a period of unemployment and an acquaintance with hard times would bring the extremists to their senses. If trades unionism cannot adapt its policy and constitution to meet the needs of the time it will have to go and be replaced by a sounder system of labour organisation.

We saw it stated in one of the Home papers the other day that exhaustive enquiries made up and down the country showed that a considerable body of the best workers only remain trade unionists from the fear of unemployment following their withdrawal. Whether that is so or not, it is impossible for us, so far away as we are from the centre of things, to ascertain. But we can well imagine that the saner workmen must realise that there is a limit to the concession of demands for more wages, and if the trade union movement is being directed by men who would paralyse industry and cause unemployment on a vast scale, then there might easily come a revolt on the part of a large body of workers who are prepared to give and take in a square deal with employers. Goodness knows that all classes of labour have immensely bettered their position since the war, even allowing for the increased cost of living. But the agitators appear to think that they can go on demanding and getting more *on infinitum* evidently forgetting, in their selfishness, the fact that every fresh concession adds to the burden for somebody else, and, in the long run, for themselves as well.

NOTES & COMMENTS.

SOLDIERS AND EDUCATION.

The war brought many changes but it brought few more beneficial than than the inauguration of a scheme for educational training in the British Army—a scheme which has been extended since the days of the armistice and which is destined to be of great practical value to the British soldier of to-day and the future. We have been fortunate in having an opportunity to peruse the latest Government report on this question in which the whole subject is most comprehensively reviewed and explained. How the scheme was inaugurated in a very humble way and what has been accomplished in the months succeeding the armistice is told in very official and matter-of-fact terms, but it is patent that a soldier's welfare is a great deal more in the minds of the country's high officials than ever it was. The work for the future is outlined, the courses of instruction are enumerated and the procedure to be followed for a man who wishes to take an Army Educational certificate is indicated. All manner of subjects can be taken by the serving solider—in fact his army life could be made, apart from actual military training, a period of study to fit him for a much higher calling than is generally thought to be the lot of an ex-service man. The opinion of Field Marshal Sir Henry Wilson is quoted in the Report, and he has said:—"First of all we have to weave into the life of the soldier education. Secondly, we have to make a profession of arms and bring it close up to education, to modern thought and to modern science. If we have succeeded in doing that we shall have solved the last of the three problems—that when we soldiers and sailors and airmen hand you back our men into civil life we will hand you back not only good soldiers, sailors and airmen, but will hand you back good citizens." The present Minister of Education and others have added their eulogies to the scheme and the vital need now is for the Government to provide the necessary money to have the idea put into liberal practice. The danger is that there will not be allocated sufficient money to realise all the benefits intended, but there will, without question, be many greater advantages accruing to the soldier who has foresight enough to prepare for his eventual return into civil life. In Hongkong we shall soon have soldiers who are students also, and we hope that the local allocation of money for this purpose will be made ample enough to provide all that is desired.

A BETTER TRADE POSITION.

In spite of all the rumours of a coming trade depression at Home one cannot have read the latest returns issued at Home without realising that the Old Country is gradually getting back into its peacetime swing of industrial production. The figures cabled through by Reuter dealing with the trade for July and August show a marked improvement on anything that has transpired since the days of the signing of the armistice. Not only was there a remarkable shrinkage in the adverse balance of trade during July but in August the exports from the United Kingdom increased by an enormous figure, whilst imports only increased slightly in comparison—a good percentage of that increase being in the desired raw materials. Putting these facts together they spell greater surplus production by British workmen and the beginning of a renewed growth of Britain's foreign and colonial trade. Nothing could be more desirable at this juncture, for with the enormous debts incurred during the war to wipe off Britain must needs be a manufacturing and selling nation rather than a consuming and buying nation. The money we owe has to be earned—there is no other sane way of getting it. That is why it is so important that British houses abroad should concentrate in keeping the manufacturers at Home as busy as they can, and that is why we appealed a few nights ago for the concentrated co-operation of all British concerns in this British Colony. When it is possible to buy needed merchandise from Home it should be bought from there and not from another country. The Home demand is dying down and manufacturers are in a much better position to ship goods than they were a little while back. Unemployment and industrial disputes would do incalculable harm just now. For that, if for no other, reason we do sincerely hope that the present coal crisis arising out of the demands of the miners will be satisfactorily settled before the country has been plunged into the vortex of a general strike. And Dr. Macnamara's appeal to the employers to provide employment for ex-service men should do much to relieve any growingly difficult situation in that respect. The manner in which British industry has absorbed over five million workers is little short of marvellous and the only way to avoid an acute industrial position is for the work shops of England to be kept busy. Britishers the world over can help do that and it should be their prime aim.

DAY BY DAY.

THE VIRTUE OF JUSTICE CONSISTS IN MODERATION, AS REGULATED BY WISDOM.—*Aristotle.*

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The *Gazette* publishes an amendment of the Cremation Regulations.

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Monday and Tuesday, being the Jewish New Year, the local Jewish Offices will be closed.

***

His Excellency the Governor has appointed Mr. Arthur Dyer Ball to be Second Police Magistrate.

***

The following additional firm has been granted a licence to trade under the Non-Ferrous Metal Industry Ordinance, 1917: —T. Kawashima.

***

The total output of the Kailan Mining Administration's mines for the week ending 21st August, amounted to 94,317 tons and the sales during the period, to 70,189 tons.

***

It is notified for general information that His Honour the Chief Justice has ordered that the next Criminal Sessions shall be held on Monday, 20th September, at 10 o'clock in the forenoon.

***

His Excellency the Governor has appointed Second Lieutenant A. J. M. Weyman to be Lieutenant in Command of the Cadet Company, Hongkong Volunteer Defence Corps, with effect from the 1st September, 1920, vice Lieutenant A. O. Brawn, resigned.

***

At the P. W. D. Offices on the 27th instant, Inland Lot 2311, Kennedy Town, is to be sold by auction. It comprises 3,200 square feet and the upset price is $2,120. Kowloon Inland Lot 1400, Portland Street, is to be sold on the same date. Its area is 8,028 square feet and the upset price is $4,816.80.

***

Shanghai papers announce the death of Mr. M. C. Clare, M.A., Headmaster of the Shanghai Jewish School. Mr. Clare had been in poor health for some time. The late Mr. Clare was a graduate of Trinity College, Dublin. Prior to his going to Shanghai, Mr. Clare was in Macao and in St. Stephen's College, Hongkong. He was well-known at the Hongkong University and also did work during the late war in the Censor's Office at Hongkong.

***

The average mean temperature recorded at the Observatory during August was 81.7, the highest recorded being 89.6, on the 6th, and the lowest 74.1, on the 25th. There were 137.5 hours of sunshine and 10.97 inches of rain. The average humidity was 85. The rainfall for the month of August at the Botanical Gardens was 14.74 inches on 19 days, at the Matilda Hospital, Mount Kellett, it was 8.93 inches on 22 days, and at the Police Station, Taipo, it was 28.35 inches on 19 days.

***

The offices of the Supreme Court will be open daily from 10 a.m. to 1 p.m. during the Long Vacation, except on public and general holidays, when the offices will be entirely closed, and on Saturdays, when they will be open from 10 a.m. to noon, subject, however, to the provisions of section 5 of the Supreme Court (Vacations) Ordinance, 1898, so far as it relates to the Criminal Sessions. The Long Vacation commences on the 20th instant and terminates on the 17th October, 1920, (both days inclusive).

1895.

HONGKONG TWENTY-FIVE YEAR'S AGO.

(Compiled from the "Hongkong Telegraph" files for week-ending Sept. 18th, 1895.)

THE DOLLAR.

Sept. 12th.—The rate of the Dollar, on demand, to-day is 2s. 2-1/2d.

ST. PATRICK'S CLUB.

Sept. 12th.—A very pleasant concert was given in the St. Patrick's Club, near the Tram Station, last evening, in aid of the building fund of the Club, the Variety Company of the Royal Artillery rendering most able assistance.

THE POSTAL SYSTEM.

Sept. 12th.—There cannot be a second opinion on the point raised by our correspondent Mr. Ho Amei, to the effect that unless a Post Union is arranged and established by the postal authorities of Hongkong with the Canton and Macao authorities undertaking to deliver all letters coming in and going out of the Colony at least quite as quick and safe as the Chinese post carriers as at present carried on, he thought it was but fair and desirable that the present system of letter carrying by Chinese post carriers to and from Canton and Macao should not be interfered with, and should be excepted from the exclusive privelege of the Postmaster General of Hongkong.

PUBLIC COMPETITION.

Sept. 14th.—We understand that His Excellency the Governor has determined to open to public competition the preparations of designs for the new public buildings. We are glad that it is to be so, if it is so. It is a great pity that he did not take the same view from the very beginning, a great pity that the meetings of the committee appointed to consider the question some time ago were not public, and their debates and proceedings published in the newspapers. Why cannot the public business of the Colony be conducted openly and publicly?

OUR FINANCES.

The Hongkong Treasury issued the following financial statement for the month of May, 1920:—

Balance of Assets and Liabilities on 30th April, 1920,...	$5,583,612.18	
Revenue from 1st to 31st May 1920....	1,368,732.70	
		6,952,344.88
Expenditure from 1st to 31st May, 1920,	1,101,786.37	
Balance.	...$5,850,558.51	

THEATRICALS.

THE NEW BANDMAN COMEDY CO.

As already announced, the Bandman Comedy Company will Commence a season here on Saturday, Sept 18th. The visit of the Company will extend to about a fortnight.

The plays to be presented during the first week are Saturday, "Nothing but the Truth," Monday "The Naughty Wife, Tuesday "The Voice from the Minaret," Wednesday "General Post," Thursday "The Yellow Ticket," Friday "Billeted" and Saturday "Lord Richard in the Pantry." Booking plans will be open at Moutrie's from Monday.

ALICE MEMORIAL HOSPITAL.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Sir Robert Ho Tung ...	$100
Mr. Li Ping	100
Fruit & Vegetaele Dealers' Guild	100
Tang Man Tin	50
Tang Man Chiu	50
Choy Yat Ho	50
Choy Wai Yau	50
Wo Fat Shing	50
Kau Ue Fong Theatre ...	50
Wo Ping Theatre ...	50
Hon. Mr. Lau Chu Pak ...	25
Mr. Lai Kwai Pui ...	25
Rudolf Wolff & Kew ...	10
Mr. C. H. W. Kew ...	10

SHIPPING NOTES.

(BY "NEPTUNE").

In their monthly report on the freight market, a local firm states that there has been a fair demand for tonnage to load paddy from Saigon to Penang and for rice from Saigon to Java at 50 cents per picul, but whilst British and Japanese owners were willing to accept this rate in both directions, charterers quietly filled all their requirements by several American Shipping Board steamers on terms which no local owners could afford to entertain considering the heavy disbursements they have to meet for these trips. Although the volume of business transacted during last month was somewhat larger than that of the preceding one, the rates obtained in all instances have been barely sufficient to cover running expenses. Coal freights from Hongay continued to afford a temporary refuge for the numerous steamers free in Southern waters seeking immediate employment, and, in addition to this, a few rice freights from Saigon to the Philippines materially helped to relieve the acute situation. For a time local charterers were in the market with firm offers of 20 cents per picul for a very prompt steamer, but as this could not be secured they eventually filled their requirements in Saigon at 14 cents per picul. The highest offer placed in this market by Saigon charterers was on a lumpsum basis which worked out at about 16 cents per picul. Several Japanese steamers accepted salt in bulk from Tsingtau to Hongkong at $4.50 per ton. The Chinese steamer Yue Ying was fixed locally from Nausha Bay to Canton at $6.50 per ton. There is practically no demand for tonnage on time charter for the coasting trade. The time charter of the Portuguese steamship Suntak has been extended for 65 days at the reduced rate of $6,000 per month by Saigon rice millers.

* * *

During the last month there have been a few fixtures from Saigon to Hongkong, Saigon to Manila, Saigon to Penang, Saigon to Cebu and Saigon to Java. Saigon—Hongkong.—The s.s. Pheumpenh (29,000 piculs) and the s.s. Telemachus (34,000 piculs) at 20 cents per picul. Saigon-Java.—A United States Shipping Board vessel (1,000 to 2,000 tons) at 35 cents per picul, and another American steamer (several parcels of rice). For the carriage of salt there were chartered the Ryuyu Maru (2,000 tons) at yen 6 per ton, Toshu Maru (1,650 tons) at $4.50 per ton, the Unfuku Maru (1,700 tons) at $4.50 per ton—all from Tsingtau to Hongkong—and the Yue Ying Wa (800 tons) from Nausha Bay to Canton. The s.s. Rupara was chartered for five trips from Macao to Muntok (500 passengers) at $22 per ton, and the s.s. Prometheus for the carriage of coal from Wakamatsu to Hongkong at yen 6 a ton. The s.s. Hwah Hing was chartered for a full cargo of sugar from Java to this Colony. The Alinga made a trip from Haiphong to Batavia at 75 cents per picul.

* * *

A new Chinese shipping company, having for its object and maintenance of a service between China and South America via Panama, is on the eve of being established, the company being promoted by the Chinese merchants in Peru and Chile. The name of the new concern will be the Chunghua Steamship Company. A representative of the Company has passed through Hongkong. His mission is to purchase three steamers of from 5,000 to 10,000 tons for his company.

* * *

In a previous budget I stated that, from advices sent out by Reuter, the Hongkong Mercantile Co, Ltd., intended purchasing a large fleet of wooden steamers from the Australian Government. The *Times* | Trade Supplement published an interview which Mr. Bishop, the Sydney Manager of the Hongkong Mercantile Company, is supposed to have given the *Times'* correspondent, in which it was stated that the Company had made arrangements to purchase the fleet of wooden ships that the Commonwealth possessed. This, I learn from the Hongkong Mercantile Company, is not at all correct. There is no intention on the part of the Company to enter the shipping trade, nor is it true that negotiations have been completed for the purchase of the wooden ships of the Australian Government. The dictum "Believe a quarter of what you hear and half of what you see and read" requires revising.

* * *

The waterside workers in Australia recently boycotted the P. and O. steamers consequent on the deportation in the P. and O. steamer Kyber of Father Jerger. The boycott was only withdrawn after the P. and O. Company explained that the Commonwealth Government requisitioned Father Jerger's passage in the Kyber without seeking the Company's consent.

* * *

As an example of how trade unionism vindicates itself, an interesting story is told of the P. and O. Narkunda, a large mail and passenger steamer. The Company's contractors were engaged in rectifying certain minor defects in the electric lighting and fans which had disclosed themselves during the vessel's first voyage, and also in fitting electric light in some new stewards' quarters which had been built. The work was almost finished on July 8, and the steamer was scheduled to leave for India and Australia on the 9th with 650 first and second saloon passengers. The Company suggested that the trifling amount of work which had to be done should be finished, but this was negatived. The chief engineer said he would do what was necessary when the steamer got to sea with the ship's electricans, but as the vessel was sailing, intimation was given that if the remaining work was done on board all the vessel's electricians would be boycotted on their return. It does not require much imagination to conjure up the inconvenience and discomfort which will follow to the passengers and also to the stewards during the time the vessel is at sea through the non-rectification of these defects. A little thing like this does not trouble the conscience of the Trade Unions.

* * *

Are officers holding a foreign-going or home-trade master's certificate entitled to the rank of captain, when in command of a ship? This question has been agitating the Board of Trade and the Imperial Merchant Service Guild. During the war, it will be remembered, masters of merchant ship were referred to in the official London *Gazette* in the matter of war honours, etc. as captains, and the Guild recently asked the Board of Trade to regulate the question by obtaining an Order-in-Council to that effect. After lengthy correspondence, it has been settled that masters of the Mercantile Marine cannot be authoritatively entitled to rank and style themselves as Captain.

* * *

Next month twelve more United States Shipping Board vessels will be switched on the Far East. The Admiral Line will obtain five, the Pacific Mail Steamship Company five, and the Matson Line two. The vessels assigned to the Admiral Line are to sail from Seattle to Yokohama, and Hongkong. They will carry cargoes and passengers from the Atlantic to the Pacific on their maiden trips, and the ships will be delivered one a month. In addition to the five ships consigned to the Admiral Line, the latter are applying to the United States Shipping Board for more to ply between Puget Sound and Vladivostock. The plans of the Pacific Mail Steamship Company are not yet known, but it is expected that the vessels consigned to this steamship company will sail on the same route as the Admiral Line. The prospect for the development of trade in the Far East are wonderful, and within the next ten years the traffic between the United Sates and China and Japan will surpass our wildest dreams. The opportunities in this part of the world are immense, and the American steamship companies are making the most of them.

* * *

For the first quarter of this year, 899 ships passed through the Suez Canal, of 3,911,922 canal tons, of which the British were the largest, with 542 ships and 2,504,602 tons. It is a significant sign of the times that the Japanese came next with 92 ships of a tonnage of 333,577, the Dutch following with 66 ships of 283,131 tons.

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DEFENCE CORPS.

OFFICIAL APPEAL TO HONGKONG.

Not only members of the Hongkong Volunteer Defence Corps but the public generally will learn with interest that the Oversea Sub-Committee of the Committee of Imperial Defence made in January last some remarks on the Report of the Hongkong Defence Corps for the years 1918-1919 and that these remarks have now, by permission of the Secretary of State for the Colonies, been published in the Hongkong *Government Gazette* for general information.

The remarks state that "the last occasion on which the Oversea Defence Committee offered any remarks on the Hongkong Local Forces was in October, 1913, when the Report on the Hongkong Volunteer Corps for 1912-13 was before them. Since that date the war has intervened, and in September, 1917, the local forces of the Colony were reorganised as the Hongkong Defence Corps under the terms of the Military Service Ordinance, 1917. The total strength of the units comprising the new Corps was 826 of all ranks on the 31st March, 1919, and of this number 729 are classed as efficient in the Reports for the year now under review. That such a high percentage of efficients is recorded cannot but be a matter for the congratulation of all concerned, especially in view of the fact that the total strength of the force was on the 31st March, 1919, almost three times that of the Volunteer Force on the corresponding date in 1913.

"The Committee cannot allow the opportunity to pass without calling attention to the satisfaction with which they note not only this increase in numbers and efficiency, but also the valuable services which have been performed by the Local Forces of the Colony during the period which has elapsed since the issue of their last Remarks.

"Again, they hope that now the war is over, and that there is not the same inducement for men to interest themselves in military service, the efficiency of the Corps will not be allowed to deteriorate and that every possible effort will be made to keep up the spirit of keenness shown by all ranks during the emergency period, and to maintain an efficient force at the maximum strength practicable.

"In this connection they would point out that, in view of the increased obligations of the Imperial Government due to the war, even greater reliance than in the past will in the future have to be placed on Colonies to maintain their local forces at the maximum strengths practicable so as to make it possible to reduce to a minimum the Imperial expenditure on garrisons and warships maintained oversea. The Committee look with confidence, therefore, to the Hongkong Defence Corps to maintain so far as practicable in the future the hight standard of efficiency which it has reached during the war.

"It is very satisfactory to observe the high standard in musketry which has been reached during the year."

When His Excellency the General Officer Commanding (Major-General F. Ventris) forwarded the Report for 1918-1919 to His Excellency the Governor he stated that all the three arms of the Force (the Artillery, the Engineers and the Infantry) were in an efficient condition. "The Artillery frequently, and the Engineers continuously, have performed invaluable work on the Examination Service from the outbreak of war until the Armistice. The Infantry show a remarkable improvement in musketry due to the exertions of Major Morgan, the Commandant. Your Excellency will no doubt regret with me that the move of the 18th Infantry up north deprived us of Major Morgan's valuable services. His undoubted success as a Commandant encourages me to recommend a continuance of the system under which he was appointed, if a suitable successor can be found in the garrison to replace him. I beg to endorse Major Morgan's commendation of Captain Stewart, the Adjutant."

In acknowledging the receipt of the Report, the Hon. Mr. Claud Severn, the then Officer Administering the Government, stated:—"I share your Excellency's regret at the loss of Major Morgan's services, as it is undoubtedly due in a large measure to his fine example of zeal and energy that the Corps has attained such a high level of efficiency especially in musketry. I am also in favour of a continuance of the system under which Major Morgan was appointed. I have read the commendation of Captain Stewart's work as Adjutant with much pleasure."

Later, when forwarding the Report to the Secretary of State, Mr. Severn stated:—"As a private in the Corps myself I can endorse, from personal experience, the high opinion formed by Major-General Ventris of Major Morgan's work as Administrative Commandant. The system under which a senior officer of the garrison is appointed to command the Defence Corps is a good one, but it is necessary to exercise great care in the selection of such an officer."

The *Gazette* also gives extracts from the Report of Major Morgan which show the strength of the Corps and details of efficiency. Major Morgan stated:—"This being my last report I would like to put on record the very valuable work done by my Adjutant, Captain G. E. Stewart, who has devoted all his spart time to military duties. His services have been invaluable. Lieutenant and Quartermaster W. Higby has again done his work to my entire satisfaction, and I wish to put on record my appreciation of his services. I could not possibly have had a more loyal or hard working lot of Officers, and the high state of efficiency is very largely due to their efforts."

Reports by Major Black, (the Medical Officer), Lieut.-Col. Passby (in Command of the Artillery) and Col. Young (in Command of the Engineers) are also given, the first stating that the health of the Corps had been fairly satisfactory, the other two reporting on the efficiency of the units.

INTERPORT LAWN BOWLS.

HONGKONG TEAM FOR SHANGHAI.

The following team has been selected to represent the Hongkong Lawn Bowls League in the Interport matches to be played this month at Shanghai, when it is expected that, as on the last occasion at Shanghai two years ago, a Hankow team will also be competing.—

R. Lapsley (K.B.G.C.) .....skip
J. Muirhead (Taikoo) 1
A. G. Pile (K.C.C.)..... 2
P. T Farrell (K.B.G.C.)..... 3

Mr. A. Simpson of the Kowloon Bowling Green Club goes North as reserve player and Mr. Farrell captains the team.

The players are due in Shanghai by the 20th. They are equipped with the necessary Interport flags in silk, but have every intention of sticking to their number.

HONGKONG BOY'S WILL.

DECISION OF SIX JUDGES UPSET.

Lords Haldane, Finlay, Cave, Dunedin, and Shaw on July 30 delivered judgment in the House of Lords in the case of Miss Catherine M'Coll, of Windsor Street, Glasgow, as executrix nominate under the will of the late Ian Neil Carmichael, v. Hugh Fletcher Carmichael, consulting engineer, Hongkong. The action was brought by the respondent for the purpose of asserting his right to the sum of £1,000 due under a policy of insurance granted by the English and Scottish Law Life Assurance Association over the life of his deceased son, Ian Nail Carmichael, the determination of the controversy depending upon whether the policy belonged to the father or to the son. When the son was under nine years of age the father took out a deferred policy on his life, himself paying the premiums, and he contends that the deceased could have acquired right to it only by donation from him. The boy came from Hongkong to Scotland when about eight years of age, where he spent a large part of his holidays with appellant, who is his mother's sister. At no time did the father, so it is stated, ever tell his son of the existence of the policy, or indeed, let it out of his own custody and control. But the son by some means became aware of its existence. Accordingly when he, about the end of 1915, and having attained the age of 21, wished to join the Royal Naval Air Service, he, without communicating with his father, made inquiries of the insurance company as to whether his joining that combatant force would affect heir liability under the policy. He received an answer in the negative. He then executed a holograph settlement leaving all his property to his aunt. He met his death while on service at Southampton on July 20, 1916. The insurance company admit liability under the policy; but the question was whether the father or the aunt was entitled to the sum.

The Lord Ordinary (Lord Hunter) sustained the claim of the father, a decision which was upheld by no fewer than five of the seven Judges of the First Division of the Court of Session, so the aunt appealed to the House of Lords, where she was successful, for their Lordships were unanimous in allowing her appeal.

Lord Dunedin.

The leading judgment—of considerable length—was delivered by Lord Dunedin, who pointed out that the expression "jus quæsitum tertio" was, in different cases and different circumstances, used in a varying sense, or, perhaps he might better say, was looked at from a different point of view. The one sense was meant when the question being considered was simply whether the tertius C had the right to sue A in respect of a contract made between A and B to which contract C was no party. The controversy then arose between C, who wished to sue, and A, who denied his title to do so. It was here that there was a sharp technical diversity between the laws of England and Scotland. In England, no matter how much the contract contained provisions for behoof of C, he could never sue at law. In equity he could sue, but he could only sue if, by the terms of the contract, he could successfully maintain that A was constituted a trustee in his favour. In Scotland, if the provision was expressed in favour of C, he could sue, and this was often designated by saying "he has a jus quæsitum tertio." Probably the reason of the difference lay in the simple fact that in Scotland law and equity were never separate. Another familiar illustration of the same class of difference would be found in the right of an assignee in Scotland to sue in his own name, a right which at common law in England, apart from statute, he did not possess. But in all this class of cases the controversy was between A and C. B was either no longer existent or was, so far as he was concerned, quite willing that C should exact his rights.

Too Narrow a Point of View.

The other sense of the expression was when the emphasis was, so to speak, on the quæsitum, and when the controversy arose not between C and A but between C and B. In such a case A was willing to perform his contract; and the contract in form provided that A should do something for C, but B, or those who represented his estate, interfered, and said that B and not C was the true creditor in the stipulation. The present case was one of the latter category. It appeared to him that the learned Judges who formed the majority in the Court below had approached the question from too narrow a point of view when they treated it, as the had done, as one of donation and nothing else. He said "too narrow a point of view." He did not call it error. The wider, and, he thought the juster method of approaching the present question was to ask oneself whether, under all the circumstances, and in view of the terms of the document, there was created a jus quæsitum in the second sense in the person of the tertius, in this case the son. Having dealt with the opinion of Lord Stair—a very great authority—and referred to a number of authorities extending over a large number of years, his Lordship said, taking all the circumstances together, he came to the conclusion that they had here the evidence necessary, when taken along with the terms of the document, to show that an irrovocable jus quæsitum was constituted in favour of Ian Carmichael; that the proceeds of the policy which by the conception of the contract fell to be paid to his executors truly belonged to them; and that therefore the present appeal should be allowed, the interlocutors appealed against reversed, and the case remitted to the Court of Session to sustain the claim of Miss M'Coll and rank and prefer her to the fund in medio.

Lord Finlay.

Lord Finlay (who presided), said he had had the advantage of reading the judgment prepared by Lord Dunedin and that dealt so completely with the case that it was unnecessary for him to say anything except that he agreed with it. He was authorised to say that Lords Haldane and Cave also concurred.

Lord Shaw.

Lord Shaw said he thought that any judgment in this appeal to be pronounced in favour of the appellant was in conflict with the settled law of Scotland as contained in a long series of decisions. He should have hesitated permitting his mind to have attempted such a task. But he was in entire agreement with his noble and learned friend, Lord Dunedin, that a judgment in favour of the appellant was in no way inconsistent with these decisions. He agreed with Lord Dunedin's judgment, and with its most valuable review of the authorities, with perhaps the exception of the case Cameron's Trustees v. Cameron. He must honestly confess that, notwithstanding the very high authority which must attach to the opinions of the majority in that case, he agreed with the opinion of Lord Kyllachy. That case was not, however, there for review, and did not truly affect the judgment being pronounced on the present appeal.

In the result, therefore, Miss M'Coll was successful in her appeal by the unanimous opinion of the House, and was awarded costs both in the Inner House and in the House of Lords. Among the large number of authorities dealt with by Lord Dunedin were Finnie, M'Queen, Henderson v. Stubbs: Love, Jamieson v M'Leod: Crosby's Trustees v. Wright, Hedden, Jarvie, Gordon v. M'Culloch (1771); Nimmo, Ogilvie, Stoneheaver (1706); Renton, Irvine, etc. While dealing at length with Lord Stair's dictum, his Lordship said perhaps some ambiguity arose from Lord Stair putting his sentence partly in Latin and partly in English. If he had followed "est jus quæsitum tertio" by "quod non revocari potest" the sentence might grammatically have read as Lord Ardmillan wished it.

Counsel for Appellant—Mr. J. A. Christie, K.C. and Mr. E. O. Inglis. Agents—Forsyth and Couper, writers, Glasgow; G. R. Stewart, S.S.C; Murray Lawson and Macdonald, W.S., Edinburgh; and William A. Crump and Son, solicitors, London.

Counsel for Respondent—Mr. Chree, K.C., and Mr. D. Oswald Dykes. Agents—J. Douglas Gardineer and Mill, S.S.C., Edinburgh; and Sewell, Edwards and Nevill, ..itors, London.

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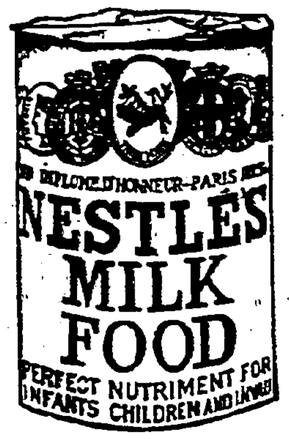
JOY 

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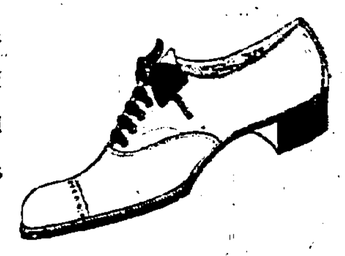

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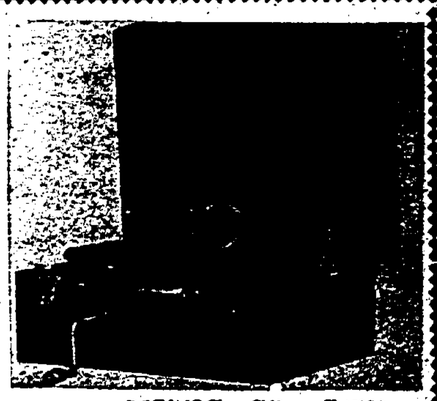

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Empress of Japan	Nov. 9	Nov. 30
Empress of Asia...	Nov. 18	Dec. 6
Empress of Russia...	Dec. 16	Jan. 3
Monteagle	Dec. 31	Jan. 24
Empress of Asia ...	Jan. 13	Jan. 31
Empress of Japan...	Jan. 19	Feb. 9
Empress of Russia...	Feb. 10	Feb. 28

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Operating the following U. S. Shipping Board Steamers.

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(Calling at Shanghai and Kobe.)

"CROSSKEYS"	About Sept. 25th.
"ICONIUM"	" Oct. 6th.

For PORTLAND direct.
(Calling at Shanghai and Kobe.)

"WAWALONA"	About Sept. 11th.
"MONTAGUE"	" Sept. 15th.

For SEATTLE.

THROUGH BILLS OF LADING ISSUED TO OVERLAND COMMON POINTS.
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ABOUT SEPTEMBER 15TH.
S.S. "ELDENA"
ABOUT OCTOBER 15TH.
S.S. "CITY OF JOLIET"
ABOUT NOVEMBER 15TH.

For freight space and particulars apply to:—
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ABOUT SEPTEMBER 15TH.

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HONGKONG TO SAN FRANCISCO
Via Shanghai, Kobe, Yokohama & Honolulu.
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THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

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HONGKONG TO SAN FRANCISCO.
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
"THE PATHWAY OF THE SUN."

STEAMERS.	TONS.	LEAVE HONGKONG.
PERSIA MARU	9,000	Sept. 17th.
KOREA MARU	20,000	Sept. 30th.
SIBERIA MARU	20,000	Oct. 12th.
TENYO MARU	22,000	Oct. 28th.
SHINYO MARU	22,000	Nov. 22nd.

SOUTH AMERICAN LINE.
HONGKONG TO VALPARAISO.
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLENDO, ARICA & IQUIQUE.
THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AYRES.

STEAMERS.	TONS.	LEAVE HONGKONG.
SEIYO MARU	14,000	Nov. 9th.

For full information regarding passengers, freight, and sailings apply to:—
Y. TSUTSUMI, Manager.
King's Building. Tel. Nos. 2374 & 2375.
Agents at Canton:
Messrs. T. E. GRIFFITH, LTD.

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FREIGHT AND PASSENGERS.
"NANKING" 15,000 tons. "NILE" 11,000 tons. "CHINA" 10,000 tons.
SAILINGS FROM HONGKONG FOR
SAN FRANCISCO
VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"CHINA"	"NANKING"	"NILE"
Sept. 24th.	Oct. 31st.	Nov. 6th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SURRIDGE, Acting. Freight and Passenger Agent.
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Operating Baltimore via Panama Service to the Far East.
TO SINGAPORE.
"EASTERN CROWN" ... ... 14th September.
To SAN FRANCISCO DIRECT & SEATTLE.
"DEUEL" ... ... 15th September.
"WEST HIMROD" ... ... 24th September.
To ROTTERDAM and NEW YORK.
"AQUARIUS" ... ... 18th September.
To CUBA.
"CHIPCHUNG" ... ... 29th September.
To SAN FRANCISCO DIRECT.
"ELKHORN" ... ... 30th September.
Through Bills of Lading issued to all U.S. and Canadian Overland Common Points.
HONGKONG OFFICE:—1st floor Powell's Building, 12, Des Voeux Rd., Tel. 3008.

PRINCE LINE FAR EAST SERVICE.

For New York.

"CELTIC PRINCE" VIA PANAMA CANAL, on or about 10th Oct.

Steamers proceed VIA SUEZ CANAL OR PANAMA CANAL at Owners option.

For freight and further particulars, apply to
SHEWAN TOMES & CO.
Agents.

PACIFIC SHIPPING.

DOLLAR LINE

SAILINGS FROM HONGKONG FOR
NEW YORK VIA VANCOUVER.

STEAMERS.	SAILING DATE.
"MELVILLE DOLLAR" ...	OCT. 15TH. VIA PANAMA.
"HAROLD DOLLAR" ...	OCT. 25TH. VIA PANAMA.

Through Bills of Lading issued to all parts of United States or Canada
"Movements subject to change without notice."
For particulars for freight apply to:—
THE ROBERT DOLLAR Co.
GENERAL POST OFFICE BUILDING TEL. 795.
THIRD FLOOR " 792.

SAN FRANCISCO.
U.S.S.B.
"WEST HEPBURN"
Sailing about October 1st.
THE ROBERT DOLLAR CO.,
Tel. 795 & 792 Gen. P. O. Bldg.
3rd Floor.

HONGKONG SINGAPORE $ SAIGON SAMARANG
SOURABAYA
REGULAR FORTNIGHTLY SAILINGS
TO AND FROM
THE ABOVE NAMED PORTS
NEXT SAILING
U.S.S.B. "GLYMONT"
Sailing on September 25th.
U.S.S.B. "LAKE FARRAR"
Sailing on October 1st.
Operated on behalf of U.S.S.B. Emergency Fleet Corporation. Through B/L issued to any port or common point destination in America or Canada.
For particulars and bookings apply to:
THE ROBERT DOLLAR CO.
Tel. 792 RAY E. GUNN Gen. P. O. Bldg.
795 Manager.

SAILING DATES.

EUROPE, U.S.A., ETC.

Fushimi M.	N. Y. K.	...Sept. 11
Wawalona	P. S. Co.	...Sept. 11
Jaypore	P. & O.	...Sept. 13
Cyclops	B. & S.	...Sept. 13
Egremont C.	D. N. Co.	...Sept. 14
Brave Coeur	S. & D.	...Sept. 14
E. of Japan	C. P. O. S.	...Sept. 14
Egremont C.	D. & Co.	...Sept. 14
Toba	J. C. J. L.	...Sept. 14
Achilles	B. & S.	...Sept. 14
Easterling	P. S. Co.	...Sept. 15
Cape May	P. S. Co.	...Sept. 15
Montague	P. S. Co.	...Sept. 15
Deuel	S. & D.	...Sept. 15
Calcutta M.	N. Y. K.	...Sept. 16
Dilwara	P. & O.	...Sept. 17
Yokohama	N. Y. K.	...Sept. 20
Surat	B. L.	...Sept. 20
Honolulu M.	O. S. K.	...Sept. 20
L. Farrar	R. D. Co.	...Sept. 20
Mentor	B. & S.	...Sept. 21
Kanawna	P. & O.	...Sept. 22
Tanyo M.	N. Y. K.	...Sept. 22
E. of Asia	C. P. O. S.	...Sept. 23
West Himrod	S. & D.	...Sept. 24
Tanda	P. & O.	...Sept. 24
Khiva	P. & O.	...Sept. 25
Atlas M.	O. S. K.	...Sept. 25
Van Waewyck	J.C.J.L.	...Sept. 25
Crosskeys	A. L.	...Sept. 25
Arabia M.	O. S. K.	...Sept. 27
Korea M.	T. K. K.	...Sept. 30
Katori M.	N. Y. K.	...Sept. 30
C of Dunkirk	B. L.	...E. Sept.
Eledtu P.	S. T. Co.	...E. Oct.
Tosa M.	N. Y. K.	...B. Oct.
Ajax	B. L.	...Oct. 1
Changsha	B. & S.	...Oct. 1
Tamba M.	N. Y. K.	...Oct. 1
Hungaria	D. & Co.	...Oct. 3
Euryppylus	B. & S.	...Oct. 3
St. Albans	P. & O.	...Oct. 6
Nankin	P. & O.	...Oct. 7
Tajima M.	N. Y. K.	...Oct. 8
Baarn M.	J. C. J. L.	...Oct. 8
Harold D.	R. D. Co.	...Oct. 9
Maduan	F. W. & Co.	...Oct. 10
Vinita	L. A. Co.	...Oct. 13

JAPAN, COAST PORTS, ETC.

Namsang	J. M. Co.	...Sept. 11
Hailoong	D. L. Co.	...Sept. 11
Sunning	B. & S.	...Sept. 12
Chinhua	B. & S.	...Sept. 12
Hangsang	J. M. Co.	...Sept. 12
Chenan	B. & S.	...Sept. 13
Tungshing	J. M. Co.	...Sept. 13
Riojun M.	D. & Co.	...Sept. 14
Tjileboet	J. C. J. L.	...Sept. 14
Suiyang	B. & S.	...Sept. 14
Kumsang	J. M. Co.	...Sept. 14
Haihong	D. L. Co.	...Sept. 14
Huichow M.	B. & S.	...Sept. 14
Esang	J. M. Co.	...Sept. 14
Yunnon	B. & S.	...Sept. 14
Taian M.	N. Y. K.	...Sept. 15
Loksang	J. M. Co.	...Sept. 15
Chaksang	J. M. Co.	...Sept. 15
Winsang	J. M. Co.	...Sept. 15
Loongsang	J. M. Co.	...Sept. 15
Borneo M.	D. & Co.	...Sept. 16
Tjibodas	J. C. J. L.	...Sept. 16
Sinkiang	B. & S.	...Sept. 16
Bengkalis	J. C. J. L.	...Sept. 17
Sado M.	N. Y. K.	...Sept. 17
St. Albans	P. & O.	...Sept. 17
Nikko M.	N. Y. K.	...Sept. 18
Tjisondari	J. C. J. L.	...Sept. 18
G. Apcar	P. & O.	...Sept. 19
Shin-i M.	N. Y. K.	...Sept. 20
Torilla	P. & O.	...Sept. 21
Haiching	D. L. Co.	...Sept. 21
Kashgar	P. & O.	...Sept. 22
Tjimanoek	J. C. J. L.	...Sept. 26
Kitano M.	N. Y. K.	...Sept. 30
Yetorofu M.	N. Y. K.	...Sept. 31
E. Crown	S. & D.	...Oct. 14
Aki M.	N. Y. K.	...Oct. 16
Hokuto M.	D. & Co.	...Oct. 19

THE HONGKONG & WHAMPOA DOCK CO., LTD.

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PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
JEYPORE (cargo)	5,200	12th Sept.	M'lles, London & Antwerp.
DILWARA	5,400	17th Sept.	S'pore, Colombo & B'bay.
KHIVA	9,000	25th Sept.	M'lles, London & Antwerp.
NANKIN	6,900	7th Oct.	M'lles, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

TANDA	7,000	24th Sept.	Calcutta via Singapore, Penang and Rangoon.

EASTERN & AUSTRALIAN SAILINGS (South)

KANOWNA	7,000	25th Sept.	Melbourne via Sandakan, Thursday Island Cairns, Townsville, Brisbane and Sydney.
ST. ALBANS	4,500	6th Oct.	

SAILINGS TO SHANGHAI & JAPAN.

ST. ALBANS	4,500	17th Sept.	Japan direct.
G. APCAR	4,600	19th Sept.	Shanghai & Japan.
TORILLA	5,200	21st Sept.	Shanghai & Japan.
KASHGAR	9,000	22nd Sept.	Shanghai & Japan.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24ft. X 8 X 1 will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc., apply to

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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via K'lung, Manila, S'hai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI M. (Omitting Manila, Keelung) Sat., 11th Sept., at 11 a.m.
KATORI MARU ... ... Thursday, 30th Sept., at 11 a.m.
TAJIMA MARU ... ... Friday, 8th Oct., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said & Marseilles.

YOKOHAMA MARU ... ... Monday, 20th Sept., at noon.
TAMBA MARU ... ... Friday, 1st Oct., at noon.
MISHIMA MARU ... ... Friday, 15th Oct., at noon.

HAMBURG, LONDON & ROTTERDAM via Suez.

DAKAR MARU ... ... Friday, 29th October.

MARSEILLES & LIVERPOOL via S'pore, C'bo, Suez & Port Said.

TOTTORI MARU ... ... Tuesday, 28th September.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsvillle & Brisbane.

TANGO MARU ... ... Wednesday, 22nd Sept., at 11 a.m.
NIKKO MARU ... ... Wednesday, 20th Oct., at 11 a.m.

NEW YORK via Panama.

CALCUTTA MARU ... Sailing from Kobe 26th September.

SOUTH AMERICAN PORTS via Cape.

TOSA MARU ... Sailing from Singapore Beginning of October.

BOMBAY & COLOMBO via Singapore.

TAIAN MARU ... ... Wednesday, 15th September.
YETOROFU MARU ... ... Beginning of October.

CALCUTTA & RANGOON via Singapore & Penang.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... ... Saturday, 18th Sept., at 11 a.m.
AKI MARU ... ... Saturday, 16th Oct., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

SADO MARU ... ... Friday, 17th Sept., at 11 a.m.
SHIN-I MARU ... ... Monday, 20th September.
KITANO MARU ... ... Thursday, 30th Sept., at 11 a.m.

For further information apply to— NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjibodas ...	Java	11th Sept.	16th Sept.	Shanghai.
Tjileboet ...	Japan	12th Sept.	14th Sept.	Java.
Tjimanoek	Java	20th Sept.	25th Sept.	Yokohama.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Tjisondari	Java	in port	13th Sept.	San Fcisco.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

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Telephone No. 1574. York Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK.

FOR NEW YORK & BOSTON

via Suez or Panama canal at owners's option.

S.S. "EGREMONT CASTLE"

Sailing on or about 14th September.

VIA SUEZ.

S.S. "MUNCASTER CASTLE"

about middle November.

LLOYD TRIESTINO.

FOR SHANGHAI & YOKOHAMA.

S.S. "AFRICA" Sailing about 6th October.

BRINDISI, VENICE & TRIESTE.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports, via SINGAPORE, PENANG & COLOMBO

S.S. "HUNGARIA" Sailing on or about 3rd October.
S.S. "AFRICA" Sailing about 7th November.

Passengers Luggage can be insured at the office of the Agents

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Regular services between

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For JAPAN, S.S. "RIOJUN M." sailing on or about 14th Sept.
" S.S. "HOKUTO M." sailing on or about 19th Oct.
" S.S. "BORNEO M." sailing on or about 30th Oct.
For JAVA, S.S. "BORNEO M." sailing on or about 16th Sept.
" S.S. "SAMARANG M." sailing on or about 10th Oct.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIUN KAISHA)

Steamship services Trans-Pacific also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transhipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd., and Apcar Lines.

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HONGKONG TO PHILLIPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia	Leaves Hongkong for Australia.
CHANGSHA	25th Sept.	1st Oct.

This steamer is fitted with Refrigerating machinery, ensuing a plentiful supply of ice, fresh provisions etc, and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

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(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sailing
LONDON	"KANSAS"	10th Sept.
LONDON	"SWAZI"	18th Sept.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co, Canton General Agents.

LOS ANGELES PACIFIC NAVIGATION CO.

TRANS PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board steamers.

HONGKONG

TO

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards	About	Sailing	About
S.S. VINITA	Oct. 10	S.S. VINITA	Oct. 18
S.S. WEST HIXTON ...	Nov. 1	S.S. WEST HIXTON ...	Nov. 4
S.S. WEST MONTOP ...	Dec. 1	S.S. WEST MONTOP ...	Dec. 4

Through Bills of Lading to all U.S. and CANADIAN OVERLAND POINTS. No transhipment en route.

Shipside connection with the Saitlaka, Santa Fe and Southern Pacific Railroads.

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HONGKONG OFFICE: Prince's Building, Chater Road, Telephone No. 1062.

CHAS. E. RICHARDSON, General Agent for South China.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
STRAITS & Calcutta ...	Namsang	Sat., 11th Sept. at 3 p.m.
SHANGHAI via Foochow	Hangsang	Sun., 12th Sept. at d'light.
SHANGHAI via Swatow	Tungshing	Mon., 13th Sept. at noon.
SHANGHAI	Esang	Tues., 14th Sept. at d'light.
STRAITS & Calcutta ...	Kumsang	Tues., 14th Sept. at 3 p.m.
HAIPHONG via Hoihow	Loksang	Wed., 15th Sept. at 8 a.m.
MANILA	Wingsang	Wed., 15th Sept. at 2 p.m.
KOBE	Chaksang	Wed., 15th Sept. at 3 p.m.
MANILA	Loongsang	Fri., 17th Sept. at 2 p.m.

CALCUTTA LINE:—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japans occasionally callihg at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometime calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtsze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passengers accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "NAMSANG" will be despatched on 11th Sept., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

S.S. "KUMSANG" will be despatched on or about 14th Sept., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI	Sunning	...11th Sept. at 4 p.m.
SHANGHAI	Ningpo	...11th Sept. at 4 p.m.
SWATOW & SINGAPORE ...	Chinhua	...12th Sept. at noon.
SHANGHAI & TSINGTAO	Chenan	...13th Sept. at d'light.
AMOY, S'HAI & PUKOW ...	Suiyang	...14th Sept. at 10 a.m.
SWATOW & BANGKOK	Yunnan	...14th Sept. at noon.
WEIHAIWEI, CHEFOO and TIENTSIN	Huichow	...14th Sept. at 3 p.m.
SHANGHAI	Sintiang	...16th Sept. at noon.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly), taking Cargo on through Bills of Lading to all Yangtsze, and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'tow.

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Telephone No. 36. Agents.

Hongkong Sept., 10, 1920.

DOUGLAS STEAMSHIP CO., LTD

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Hailoong	J. S. Thomson	SAT., 11th Sept. at 2 p.m.
Haihong ...	W. C. Passmore ...	TUES., 14th Sept. at 2 p.m.
Haiching	A. H. Stewart	TUES., 21st Sept. at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

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(Ocean S. S. Co., Ld., & China Mutual S. N. Co., Ld.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ld.)

Sailings from Hongkong.

* "BIRMINGHAM CITY" via Suez 14th Sept.
"AJAX" via Suez 30th Sept.
* "CITY OF DUNKIRK" via Suez 5th Oct.

* Calls at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.
HONGKONG & CANTON REISS & CO. CANTON.

MOVEMENTS OF STEAMERS.

The s.s. AJAX (Blue Funnel Line) left Liverpool on 31st July for Hongkong and is due here on 11th September.

The Dollar Line Company's s.s. HAROLD DOLLAR (New York Line) left New York on July 13th, and is due in Hongkong September 25th.

The Dollar Line Company's s.s. MELVILLE DOLLAR, left Vancouver on August 12th and is due in Hongkong Sept., 15th.

The N. Y. K. s.s. KITANO M., (European Line) left London for this port via Suez on the 21st Aug. and is expected here on the 29th September.

The N. Y. K. s.s. KAMAKURA M. (Liverpool Line) left Liverpool for this port via Suez on the 28th August, and is expected here on the 10th October.

The R. M. S. EMPRESS OF RUSSIA arrived at Yokohama on 3rd September, left there 4th September, and is due at Vancouver, B.C., on 13th September.

The N. Y. K. s.s. NIKKO M. (Australian Line) left Thursday Is., for this port via Manila on the 5th Sept. and is expected here on the 17th September.

The N. Y. K. s.s. YOKOHAMA MARU. (European Line) left Yokohama for this port via Kobe, Moji and Shanghai on the 6th September and is expected here on the 19th September.

The N. Y. K. s.s. TAIAN M. (Bombay Line) left Moji for this port on the 9th Sept. and is expected here on the 14th Sept.

The s.s. CYCLOPS (Blue Funnel Line) left Shanghai on 9th inst. for Liverpool via Genoa, Marseilles and Hongkong. Vessel is due here on 12th inst. and will sail, as above, on 13th inst. at 3 p.m.

The T. K. K. s.s. KOREA M. arrived at Yokohama on the 7th instant, and will sail 10th inst. in accordance with schedule, being due at Hongkong 22nd inst.

The s.s. ACHILLES (Blue Funnel Line) left Shanghai on 10th inst. for London, Amsterdam & Antwerp via Hongkong. Vessel is due here on 13th inst. and will sail, as above, on 14th inst.

The s.s. MOORISH PRINCE is expected here from New York on Sunday morning, 12th inst.

The s.s. STENTOR (Blue Funnel Line) left Singapore on 10th inst. for Hongkong and is due here on 16th inst.

The T. K. K. s.s. SHINYO M. arrived at Shanghai on the morning of the 9th instant, and sailed the same evening for Nagasaki.

CHURCH SERVICES.

A CHARGE OF ONE DOLLAR IS MADE FOR ALL NOTICES UNDER THIS HEADING.

Union Church (Kennedy Road).—Sunday, September 12th. Minister:—The Revd. G. J. Williams. 11 a.m. Order of Service: Hymn 49. Invocation and Lord's Prayer. Metrical Psalm 124 (Tune 48). Lesson, Ephesians V. Hymn 152. Prayer. Notices and Offertory. Hymn 459. Sermon:—The Re-Christianisation of the Churches: Constructive Principles for the Church of the Future. Hymn 454. Benediction. 6 p.m. Order of Service:—Hymn 25. Invocation and Lord's Prayer. Hymn 307. Lesson Hebrews IV. Hymn 90. Prayer. Notices and Offertory. Hymn 54 (Tune 477). Sermon:—The Faultless Manhood of Jesus: and Its Challenge to our Manhood. Hymn 365 (First Tune). Benediction.

St. John's Cathedral, Hongkong.—12th September, 1920, 15th Sunday after Trinity. Holy Communion (7.50 a.m.) Service, Merbeck. Hymns, 217, 108, 317. Matins (11 a.m.) Responses, Ferial; Venite, Reinagle (26th Venite); Psalms, 84 (Heywood), 85 (Heywood); Te Deum, Woodward, Smart, Turle; Jubilate, Woodward (17th evening); Anthem, "Lift up your eyes" Sullivan; Hymn, 530; Litany (12 noon); Evening (5 p.m.).—Responses, Ferial; Psalms, 89, Hayes, Woodward, Monk; Magnificat, Barnby (18th morning); Nunc Dimittis, Wallace (17th morning). Hymns, 290, 200, 193.

TO-DAY'S PICTURES.

JACK DEMPSEY.

who recently knocked out Miske in the third round

GENERAL OBREGON.

the newly-elected President of Mexico.

MR. W. H. HAYS.

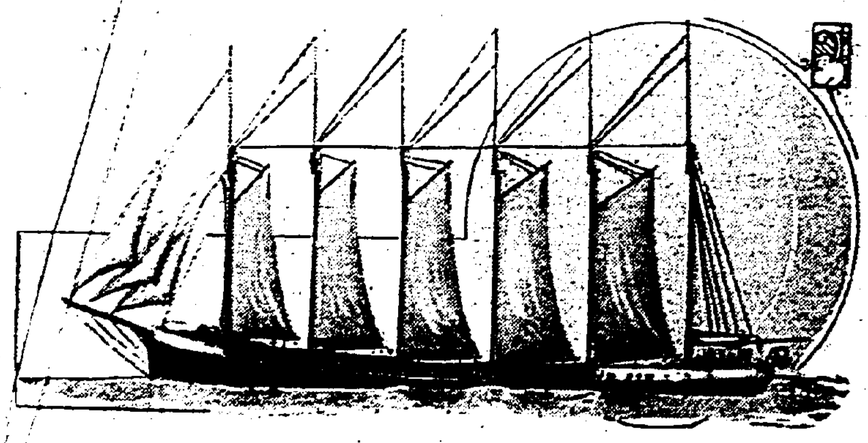
chairman of the U.S. Republican Party, who has denied the charges made by Democrats regarding expenditure on the Presidential campaign.

KEMAL PASHA.

the Turkish Nationalist leader, who has issued a proclamation urging his followers to hate the British and the French.

PIKE'S PEAK.

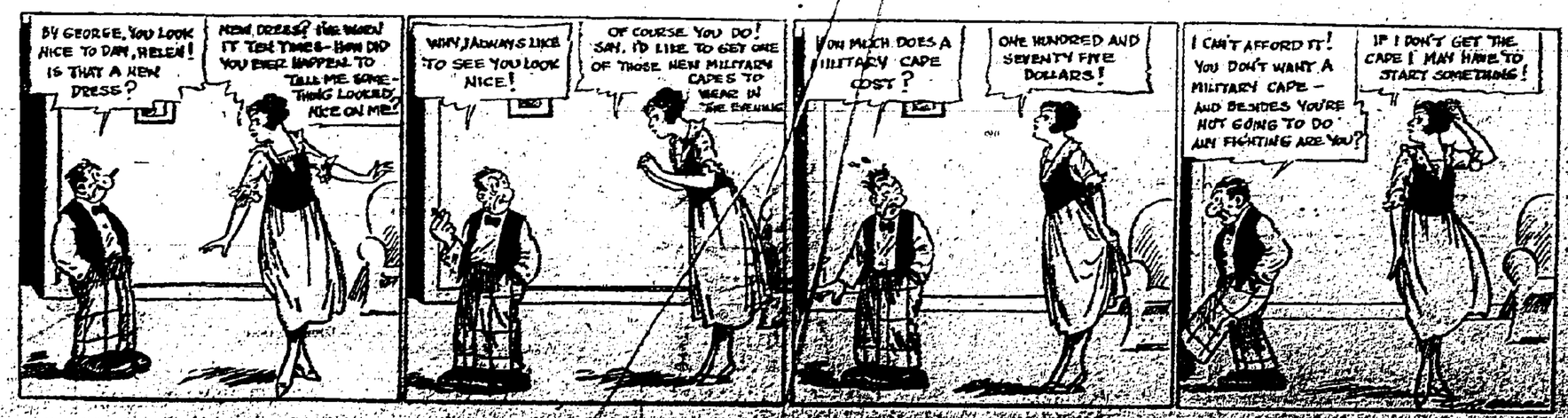
Just a hundred years ago, Pike's peak in Colorado was first ascended. This was then considered an impossible feat, but Dr. Frank James, a member of the expedition of Major Long, made this daring ascent. Since then an automobile road costing $300,000 has been built and hundreds of thousands of tourists have reached the summit. A caterpillar used for artillery hauling reached the summit without difficulty.



SIX-MASTED SAILER.

The "Oregon Fir," one of the gigantic new American sailing vessels of the Pacific, spreading canvas on her maiden voyage to the Antipodes.

DOINGS OF THE DUFFS. Helen Delivers An Ultimatum. BY ALLMAN.



PICTORIAL SUPPLEMENT.

Mee Cheong.

Group taken at wedding of Mr. R. W. McIntyre and Miss Irene M. Chope.

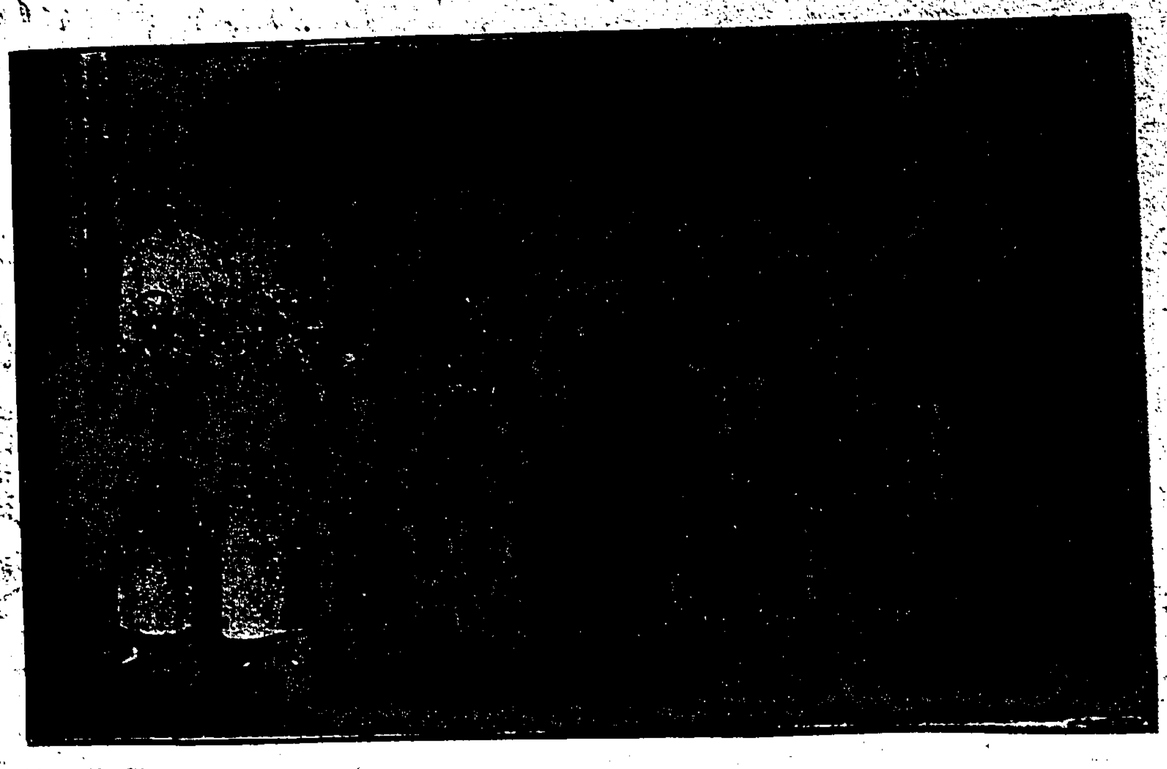


Photo: Mee Cheong.

A recent visit by H.E. the Governor to the Kwong Wah Hospital.

Mr. A. A. Rumjahn (Indian Recreation Club) who headed the bowling in the Hongkong Cricket League last season with an average of 9.32. He was also the second bat of his club.

Photo: Mee Cheong.

Wedding of Mr. R. Taylor and Miss Agnes L. White.

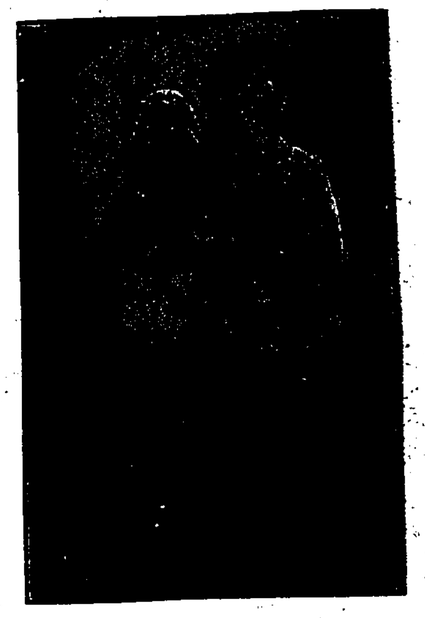


Photo: Mee Cheong.

The Taylor-White wedding: the bride and bridegroom.

Photo: Tientsin Press.

The fighting in the North—General Wu Pei-fu's troops being paid.

Photo: Tientsin Press.

One of General Wu Pei-fu's camps near the Grand Stand, Peking Racecourse.

NOTICES.

AMERICAN EXPRESS COMPANY.

Established
America 1841 Europe 1891.

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ANTWERP	GLASGOW	NICE
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BERLIN	HAVRE	PETROGRAD
BORDEAUX	KOBE	ROTTERDAM
BREMEN	LIVERPOOL	ROME
BRUSSELS	LONDON	SOUTHAMPTON
BUENOS AIRES	LUCERNE	SHANGHAI
CHRISTIANIA	MANILA	STOCKHOLM
COBLENZ	MARSEILLES	TORONTO
COPENHAGEN	MONTREAL	VALPARISO
GENOA	NAPLES	YOKOHAMA

In Process of Organization.

ALEXANDRIA	HAVANA	RIO DE JANEIRO
CAIRO	MONTEVIDEO	WARSAW

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Credit Information, Market and Trade Reports.

Financing of Imports and Exports

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Mail and Cable Payments effected.

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YOUR ACCOUNT IS INVITED.

C. H. BENSON,
MANAGER.
Hongkong.

A LOURDES "MIRACLE."

SCOTTISH MINER'S STORY OF A CURE.

Miraculous cures of Scottish pilgrims to the Sacred Shrine of Lourdes are announced. Five members of the contingent are said to have been restored to their wonted health after bathing in the spring which a peasant girl claimed to have discovered as the result of divinely-inspired visions.

A letter, which has been forwarded to his wife, by Mr. Martin Graham, 86 Whiteval Street, Glasgow, tells of a miraculous healing of an infirmity from which he had suffered during the past five years.

"We arrived last night," Mr. Graham writes, "received Holy Communion at the Grotto, this (Sunday) morning, and bathed twice. I already feel a great difference, for which I am truly thankful to God. I have not used my staff since I bathed, and I feel no pain now at all."

AN "INCURABLE" CASE.

A miner, 52 years of age, Mr. Graham had been practically crippled since March 23, 1915, when a runaway hutch in an Uddingston pit knocked him down, fracturing two of his ribs, bruising his head, and injuring his left knee, from which a cartilage had to be removed by operation in 1916, in the Royal Infirmary, Glasgow.

According to medical opinion, there was, in addition to the rib fractures, an injury to the left lung and tuberculosis supervened.

Mrs. Graham said her husband had been sent out of the Royal Infirmary and the Duke Street Hospital as incurable. He was a quiet man, and she did not quite know all he had suffered, but she was certain that (except for his strength and spirit he could not have come through it.

Mrs. Gray, 3 Albion Street, Partick, has died at Lourdes, whither she had gone as one of the company forming the Scottish national pilgrimage to that French shrine. She suffered from heart trouble, and had undertaken the journey in the hope of being cured.

GRATIFIED PILGRIMS.

The members of the Glasgow party, numbering over 600, who took part in this year's Scottish pilgrimage to Lourdes have returned to the city.

Canon George Ritchie, of St. Andrew's Cathedral, who took part in the pilgrimage, expressed the opinion that it was one of the most successful that had ever been undertaken from Scotland, and the cures which were effected were a source of great gratification to the promoters and all who had gone to Lourdes.

Referring to the cures, he said that he had been in close touch with four of the persons concerned—

Martin Graham, of St Anne's parish, Glasgow;

Margaret Dermody, 19 Raplock Street, Stirling; and

Charles Sweenie, Dumbarton.

There were many other cures of a minor nature, said Canon Ritchie, but the cases he referred to had come under his own observation.

AN EDINBURGH'S STORY.

Miss Jessie Spalding, who lives at 4 Marchmont Crescent, Edinburgh, seen by a *Dispatch* representative, after her arrival with the Edinburgh contingent on Monday morning, described her cure as an undoubted miracle.

She left Edinburgh a cripple, using crutches and wearing a special boot made by the Cripple Aid Society, and she returned on Monday able to walk unaided, wearing ordinary boots, and evidently quite cured. The crutches and the special boot, she has left at Lourdes, following the custom of devout pilgrims, who for years past have left such discarded aids as picturesque evidence of the disappearance of their deformities or diseases at the famous grotto.

Miss Spalding is a young lady who was formerly employed by Mr. William Crooke, photographer, Princes Street, Edinburgh, and it was one day about eighteen months ago, when going to work, that the accident happened which caused her lameness.

She fell on the slippery street, having, as she thought, sprained her ankle. For several months the ankle was treated by an Edinburgh doctor and in May Miss Spalding began to attend the Royal Infirmary.

For five months the ankle was strapped, and three operations were performed upon it.

After the second operation the foot was turned in and locked, and remained in that condition until she entered the bath at Lourdes. She had been told by the surgeon that no more could be done for her.

"I was helped into the bath by two ladies," said Miss Spalding. "There is a little statue of Our Lady at the end of the bath, and I kissed it. I kissed it again, and a severe pain shot right up my leg to the hip. Something cracked behind the knee, and I felt the leg stretch out. I kissed the statue a third time, and every trace of pain left me. I walked out of the bath unaided, and forgot I had a bad foot!"

FILMS OF MURDER TRIALS.

JUDGE'S OPINION UNCHANGED.

Sir Edward Marshall, K. C. attended at the Old Baily, London, recently on behalf of the Gaumont Company (Limited,) in reference to Mr. Justice Darling's remarks regarding an application sent to the Under-Sheriff for permission to two of their producers to attend the Court during the hearing of a murder trial. The Judge, he said, characterised the application as perfectly monstrous and indecent.

Sir Edward said that the Gaumont Picture Company held a very high position in the cinematograph world, and what Mr. Justice Darling had said with reference to the application was not a correct interpretation of what they had really asked. Sir Edward reasserted that the Company only wished to observe the positions occupied in Court.

"This letter being brought to my attention," said Mr. Justice Darling, "I was of opinion then, and am now, that what they wanted was to produce, with the utmost faithfulness, before some mixed audience, who would pay to see it, the passing of sentence of death by a Judge upon a prisoner.

"It did not occur to me that what they wanted was to get some photograph of me, or some photograph of the prisoner.

"A MOST INDECENT THING."

"What I did understand was that they wanted to come to this Court and see the passing of judgment of death in order that they might observe the whole circumstances of the case, the conduct of the Judge, the emotion, if possible, of myself, and the prisoner, and the way in which the whole thing was received by the audience in Court.

"I understand that was what they wanted to produce. I am of that opinion now, because the letter says:—'We are at the present moment producing several dramas, which include scenes depicting the passing of the sentence of capital punishment on murderers.'

"I am constantly reading of the highly beneficial and educative effect of these films, and there is a glorification of people who take part in them as actors, which to my mind is absurd and preposterous.

"If they intended to send two producers to observe what went on in Court, and then, as well as they could, by a couple of actors—one to enact the prisoner and one the Judge—perform in face of a camera, and then reproduce the thing, it was a most indecent thing, and ought not to be allowed. (Applause in Court).

"The passing of the judgment of death was not the end, and if they had succeeded in this, my belief is that the next application would have been made to the Under-Sheriff in order that the conclusion of the drama should be given, and that people should not be disappointed of knowing exactly how it all ended.

"I have not really a word to withdraw."

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:—

Palmtag Kremlin from Shanghai.
Limchingkee, from Amoy
William, Dupee Transport President Grant c.o American Consulate, from Tokyo.
Dashkoff Passific Comersial Company Tobolsk, from Vladivostock.
Toksinghang, from Shanghai.
Yuetai, from Shanghai
Starice, from Kobe.
Brandenburg Furkwoki, from Vladivostock.
Chengtonghoi, 16 Morrison Hill Road, from Peking.

N. LUND.
Act. Superintendent,
Hongkong, Sept. 9, 1920.

EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO.

Chapeau Freres, from Djibouti.
Crone care Netherlands Trading Society, from Amsterdam.
Crowe Seamen's Institute, from Sydney.
Dallas St. Stephen's College, from Leeds.
Standard, from Calcutta.
Ursulina, Hongkong Printing Press, from Shanghai.

M. E. F. AIREY.
Superintendent.
Hongkong, Sept. 9, 1920.

WATER RETURN.

Level and Storage of water in Reservoirs on Sept. 1, 1920.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

	1919. Level with overflow	1920.
Tytam	Level with overflow	1-6 Above overflow
Tytam Byewash	Level with overflow	1-6 Below overflow
Tytam Intermediate	Level with overflow	Level with overflow
Tytam Tuk	Level with overflow	Level with overflow
Wongneichong	3-5 Below overflow	1-3 Below overflow
Pokfulam	Level with overflow	3-7 Above overflow

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1919	1920
Tytam	384.30	399.33
Tytam Byewash	13.37	13.79
Tytam Intermediate	125.90	130.86
Tytam Tuk	1,413.00	1,419.86
Wongneichong	23.23	23.23
Pokfulam	56.00	57.70
Total	2,113.30	2,128.56

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of Aug

	1919	1920
Consumption	202.75	252.64 M. gallons
Estimated population	278,500	279,900
Consumption per head per day	29.3	30.0 Gallons

Constant supply to all districts during Aug of both 1919 and 1920.

KOWLOON WATERWORKS LEVEL.

	1919	1920
Kowloon Gravitation Reservoir	Level with overflow	2-3 Above overflow

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1919	1920
Kowloon Gravitation Reservoir	352.50	374.00

Consumption of water in Kowloon in millions and decimals of gallons during the month of Aug

	1919	1920
Consumption	37.50	50.74 M. gallons
Estimated population	124,000	126,300
Consumption per head per day	10.4	gallons

The Government Analyst reports that the water is of excellent quality.

A. H. HOLLINGSWORTH.
Water Authority.

PEAK TRAMWAYS CO., LTD.

TIME TABLE.

WEEK DAYS.

7.05 a.m.	to 8.05 a.m.	Every 15 min
8.05 ...	to 8.50 a.m.	... 10 min
8.50 ...	to 12.05 p.m.	... 15 min
12.05 ...	to 12.35 p.m.	... 15 min
12.35 p.m.	to 2.50 p.m.	... 10 min
2.50 ...	to 5.05 p.m.	... 15 min
5.05 ...	to 9.12 p.m.	... 10 min

NIGHT CARS.

8.50 p.m. 9.00 p.m. 9.20 p.m.
9.35 p.m. to 11.50 p.m. every 15 minutes
11.45 p.m.

SATURDAYS.

EXTRA CAR 12.00 midnight.

SUNDAYS.

7.50 a.m.		
8.00 a.m.	to 12.50 p.m.	Every 15 min
12.50 a.m.	to 11.00 a.m.	... 10 min
11.50 a.m.	to 12.00 noon	... 15 min
12.00 noon	to 1.00 p.m.	... 10 min
1.00 p.m.	to 5.50 p.m.	... 15 min
5.50 p.m.	to 6.00 p.m.	... 10 min
6.00 p.m.	to 8.50 p.m.	... 15 min
8.50 p.m.	to 9.12 p.m.	... 10 min

NIGHT CARS.

As on Week Days.

SPECIAL CARS.

BY ARRANGEMENT AT THE COMPANY'S OFFICE, ALEXANDRA BUILDINGS, DES VOEUX ROAD.

YOU CANNOT AFFORD TO BE WITHOUT THEM

JUST received a large Consignment of (1) LACTOGEN the most digestive food for Infants which keeps good in quality during Hot Weather; (2) LACTOSE (Milk Sugar) for sweetening the foods of Infants and Dyspeptics; (3) MILFORD-McGRATH FLUID INSECTICIDE the Best Fluid for destroying Fleas, Mosquitoes, Bugs, Flies and all other Insect Pests in Summer days; and (4) JOHN CAHILL'S GOLDEN FLEECE, MAGIC and CINDERELLA SOAPS for keeping everything clean in Houses.

PRICES are Very Moderate. Inspection and Enquiries are cordially invited.

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BANKS.

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CHANGSHA

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American Bankers Association and Guaranty Trust Company of New York Travelers Cheques, sold by us, payable throughout the world.

N. E. MULLEN,
Acting Manager.

THE BANK OF CHINA.

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital..$50,000,000.00
Paid up Capital..... 12,279,800.00
Reserve Funds 3,197,400.00

HEAD OFFICE: PEKING

HONGKONG BRANCH: 20/21 Connaught Road Central Branches and Sub-branches all over China and Correspondents in San Francisco, Singapore and Tokyo.

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For 3 months 3% per annum
For 6 months 4% per annum
For 12 months 5% per annum

TSUYEE PEI
Manager.

THE BANK OF EAST ASIA LTD.

HEAD OFFICE:—
No. 2, Queen's Road Central.

Paid-up Capital ... $2,000,000.00
Reserve Fund..... 200,000.00
Undivided Profits over $400,000

Directors.

MA TONG WAI TING, Chairman.

Mr. Chow Shou Son | Mr. Kan Tong Po.
Mr. Li Kwan Chun | Mr. Wei Ching Kong.
Mr. Fung Ping Shan | Mr. Wong Yue Tong.
Mr. P. K. Kwok. | Mr. Chan Chiu Shek.
Mr. Ng Chung Lun

Chief Manager:—Kan Tong Po Esq.
Asst. Manager:—Li Yee Fung, Esq.

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Interest allowed on Current Deposit Accounts at the rate of 2 per cent. per annum and on Fixed Deposits at the following rates:—

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For 6 months at the rate of 4 % per annum.
For 12 months at the rate of 5 % per annum.

KAN TONG PO,
Chief Manager.
Hongkong, February 12th, 19

THE INDUSTRIAL AND COMMERCIAL BANK, LIMITED.

Head Office: 6, Des Voeux Road, Central.
Hankow Branch: Russian Concession.

DOMESTIC & FOREIGN BANKING.
SERVICE PROMPT.
Current, Savings, and Fixed Deposits bear Interest at Rates 2%, 4%, 5%, respectively.

J. USING LY,
Manager.
Hongkong, 7th July, 1919.

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APIOL & STEEL PILLS
for Ladies
A French Remedy for all Irregularities. Thousands of Ladies always keep a box of Martin's Pills in the house, as they act on the first signs of any irregularity of the System a timely dose may be administered. Those who use them recommend them, hence their enormous sale. All Chemists and Stores sell them throughout the World; or post free 8/-. MARTIN, Chemist, Southampton, Eng.

MARTIN'S
APIOL & STEEL PILLS
for Ladies

BANQUE INDUSTRIELLE DE CHINE.

(FRENCH BANK)

Authorised Capital	Frs. 250,000,000
Subscribed Capital	150,000,000
Paid-up	75,000,000
Subscribed by the Government of the Chinese Republic	50,000,000

Chairman of the Board of Directors: André Berthelot
General Manager: A. J. Perruche

HEAD OFFICE:
23, Rue Saint-Lazare, PARIS.

BRANCHES:

Antwerp	Hanoi
London	Singapore
Lyon	Canton
Marseilles	Saigon
Moukden	Haiphong
New York	Yunnanfu
Peking	Vladivostock
Shanghai	Foochow
Tientsin	Swatow
Hankow	Yokohama
Hongkong	

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IN FRANCE: Societe General pour favoriser Developpement du Commerce et de l'Industrie en France.
IN LONDON: London Joint City and Midland Bank Limited.
IN NEW YORK: Redmond & Co.

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CHIBANKIND.

Interest on current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.
Every description of Banking and Exchange business transacted.
Special facilities for French exchange.

M. MONTARGIS,
Manager.
Hongkong, 5th March 1920.

BANQUE DE L'INDO-CHINE

(FRENCH BANK)

Head Office: 15 bis Rue Laffite, Paris

Capital	Francs 40,000,000.
Reserves	50,000,000

BRANCHES AND AGENCIES.

Bangkok	Hongkong	Saigon
Battambang	Mong Tze	Shanghai
Canton	Nouméa	Singapore
Djibouti	Pakoi	Tientsin
Haiphong	Pekin	Touranne
Hankow	Phnom-Penh	Vladivostok
Haiphong	Pondichery	

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IN LONDON: The National Provincial and Union Bank of England Ltd. Comptoir National d'Escompte de Paris, Credit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.

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L. BERNDORAGUE,
Manager.
Hongkong, October 21st, 1919.

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office 15, Gracechurch Street, London, E. C. 3.

Authorised Capital	£3,000,000
Subscribed Capital	1,500,000
Paid Up Capital	1,050,000
Reserve Fund	1,050,000

BANKERS.
The Bank of England.
The London Joint City & Midland Bank Ltd.

BRANCHES:—

Bombay	Karachi
Calcutta	Kuta Bharu
Colombo	Kuala Lumpur
Delhi	Madras
Galle	New York
Hongkong	Penang
Howrah	Rangoon
Kandy	Shanghai
Port Louis (Mauritius)	Singapore

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts at 2 per cent per annum on Daily Balances, and on Fixed Deposits at rates which may be ascertained on application.

N. C. WILSON,
Acting Manager
7, Queen's Road Central.
Hongkong, 12th December, 1919.

THE CHINESE MERCHANTS BANK, LTD.

招商銀行有限總行

HEAD OFFICE
Alexandra Buildings, Chater Road.

General Banking and Exchange business transacted.

Loans granted on approved securities.

Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts Savings Department.

K. C. LAU,
Chief Manager.

BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... $15,000,000
Reserve Funds:—
Sterling... ... ... £1,500,000
Silver $35,090,000
Reserve Liability of Proprietors $15,000.

COURT OF DIRECTORS:
Hon. Mr. E. V. R. PAUL—Chairman
A. H. Compton Esq.—Deputy Chairman
G. M. Bodwell, Esq. | Hon. Wm. J. Johnson
G. T. M. Kitkas Esq. | A. G. Lang Esq.
A. S. Gubbay, Esq. | W. L. Pedersen, Esq.
Hon. Mr. P. R. Holyoak | J. A. Plummer, Esq.

Chief Manager:
Hongkong—N. J. STABB, Esq.
Acting Managers:
Shanghai—G. H. STITT, Esq.

LONDON BANKERS:
LONDON COUNTY WESTMINSTER & PARR'S BANK, LIMITED.

Current accounts opened in local currency and Fixed Deposits received for one year shorter periods in local currency and Sterling on terms which will be quoted on applications.

N. J. STABB,
Chief Manager.
Hongkong, March 1st 1920.

HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.
Rules may be obtained on application.
INTEREST on deposits is allowed on the Minimum monthly balances at $3% per annum
For the Hongkong and Shanghai Banking Corporation.

N. J. STABB,
Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853

PAID-UP CAPITAL £2,500,000
RESERVE FUND £1,500,000
RESERVE LIABILITY OF PROPRIETORS £2,500,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter period at rates which will be quoted on Application.

J. M. L. CROCKATT.
Manager.
Hongkong, 11th April, 1914.

BANK OF CANTON LIMITED.

HEAD OFFICE, HONGKONG

FOREIGN EXCHANGE and General Banking Business Transacted.

INTEREST ON FIXED DEPOSITS.

For 3 Months 3% per annum.
For 6 Months 4% per annum.
For 12 Months 4½% per annum.

LOOK POON SHAN.
Chief Manager.

THE YOKOHAMA SPECIE BANK LTD.

ESTABLISHED 1880.

Authorised Capital ... Yen 100,000,000
Paid-up Capital ... Yen 72,500,000
Reserve Fund ... Yen 46,000,000

HEAD OFFICE, YOKOHAMA.

Branches and Agencies at:

Batavia	Kai Yuen	Rangoon
Bombay	Kobe	Sourabaya
Buenos Ayres	London	Singapore
Calcutta	Lyons	San Francisco
Changchun	Los Angeles	Seattle
Dairen (Dalny)	Manila	Shanghai
Fengtien Mukden	Marseilles	Shimonoseki
Hankow	Mexico	Philadelphia
Honolulu	Moukden	Sydney
Tokyo	New York	Tientsin
Harbin	Peking	Tsinanfu
	Vladivostock	Tsingtau

Interest allowed on Current Accounts. Deposits received for fixed period at rates to be obtained on application.

O. HASHIZUME,
Manager.
Hongkong, 15th March 1920.

INTERNATIONAL BANKING CORPORATION.

CAPITAL AND SURPLUS: U. S. $10,000,000.
UNDIVIDED PROFITS: U. S. $3,000,000.
Owned by the National City Bank of New York
HEAD OFFICE: NEW YORK.

BRANCHES:
LONDON: 36 Bishopsgate, E. C.
LYONS: 17 Place Tolozan
SAN FRANCISCO: 232 Montgomery Street
CHINA: Canton, Hankow, Harbin, Hongkong, Peking, Shanghai, Tientsin, Tsingtau.
DOMINICAN REPUBLIC: Puerto Plata, Sa Pedro de Macoris, Seibonn, Santiago, Santo Domingo.
INDIA: Bombay, Calcutta, Rangoon.
JAPAN: Kobe, Yokohama.
JAVA: Batavia, Sourabaya.
PANAMA: Colon, Panama.
PHILIPPINE ISLANDS: Cebu, Manila.
STRAITS SETTLEMENTS: Singapore.

BRANCHES OF THE NATIONAL CITY BANK OF NEW YORK.
ARGENTINA: Buenos, Aires, Cruz, (Tucuman, Rosario.
BELGIUM: Antwerp, Brussels.
BRAZIL: Bahia, Pernambuco, Porto Alegre, Rio de Janeiro, Santos, Sao Paulo.
CHILE: Santiago, Valparaiso.
COLOMBIA: Barranquilla, Bogota, Medellin.
CUBA: Havana and 22 other cities in Cuba.
ITALY: Genoa.
PERU: Lima.
PORTO RICO: Ponce, San Juan.
RUSSIA: Moscow, Petrograd.
SOUTH AFRICA: Cape Town.
SPAIN: Barcelona, Madrid.
TRINIDAD: Port of Spain.
URUGUAY: Montevideo, Cuba Montevideo (Montevideo).
VENEZUELA: Caracas, Ciudad Bolivar, Maracaibo.

All descriptions of banking business transacted.
Interest allowed on current accounts and fixed deposits in local or foreign currencies on rates to be ascertained on application.

E. MARSHALL,
Manager.
Hongkong, 17th May, 1920.

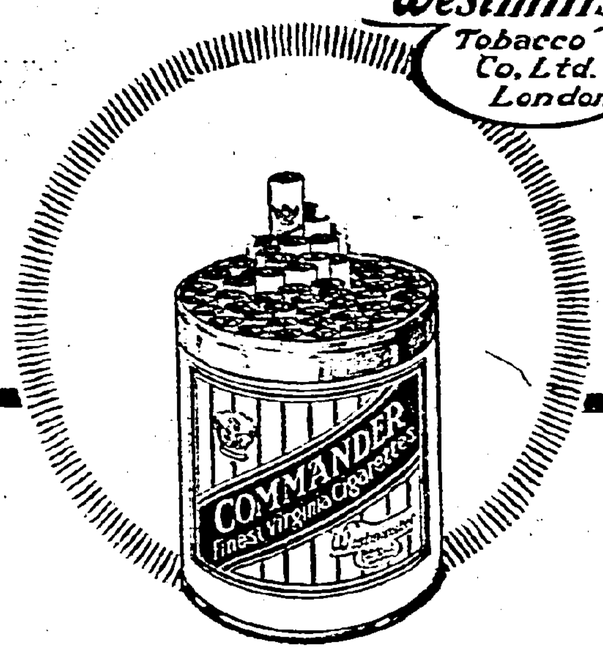
NOTICES.

"COMMANDER"

"Commander" stands supreme in it's power to satisfy the most fastidious smokers. It is a mild, pleasing cigarette made in a "Super Size"....

"Commander must be smoked to be appreciated"

Westminster Tobacco Co. Ltd. London



This Advertisement is issued by Westminster Tobacco Co., Ltd.

POST OFFICE.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

Manila and Australia—Per HWAH PING, 12th Sept.
Shanghai—Per SINKIANG, 13th Sept.
Japan—Per TAIAN MARU, 14th Sept.
Manila and Australia—Per NIKKO MARU, 17th Sept.
Japan and Shanghai—Per YOKOHAMA MARU, 19th Sept.
Bombay—Per SHIN-I MARU, 19th Sept.

OUTWARD MAILS.

TO-MORROW.

*Swatow and *Bangkok—Per CHINHUA, 9 a.m.
*Shanghai & *North China—Per CHENAN, 9 a.m.
Swatow, Amoy and Formosa via Keelung—Per KAIJO M., 9 a.m.

MONDAY, 13TH SEPT.

Swatow—Per HYDRANGEA 4 p.m.
*Swatow, *Shanghai & *North China—Per TUNGSHING, 11 a.m.
Hoihow—Per SIMFEROPOL, 11 a.m.
*Shanghai & *N. China—Per HANG SANG, 5 p.m.
*Shanghai & *North China—Per ESANG, 5 p.m.
Saigon, Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Aden, Egypt and Europe via Marseilles—Per ANDRE LIBON, Reg. 2.45 p.m. Letters 3.30 p.m.

WEATHER REPORT.

September 11d., 12h. 15m.—No returns from Japanese stations. Pressure has increased slightly at the majority of reporting stations; the depression remains over the Gulf of Tonkin.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong to Gap Rock	S. & S.E. winds, moderate; cloudy, showery.
2 Formosa Channel	The same as No. 1.
3 South coast of China between H.K. & Hainan.	The same as No. 1.
4 South coast of China between H.K. & Hainan.	The same as No. 1.

C. W. JEFFRIES,—Director.
H.K. Observatory, Sept. 11.

TUESDAY, 14TH SEPT.

*Swatow & *Bangkok—Per YUNNAN, 10 a.m.
Philippine Islands.—Per TOBA, 4 p.m.
Swatow, Amoy & Foochow—Per HAIHONG, 1 p.m.
Weihaiwei, Chefoo & Tientsin—Per KUEICHOW, 2 p.m.
Amoy, *Shanghai & *North China—Per SUIYANG, 9 a.m.
Shanghai, North China Japan via Nagasaki, Canada, United States, Central, South America and EUROPE VIA VANCOUVER-Per EMPRESS OF JAPAN, Reg. 9.45 a.m. Letters 10.30 a.m.

THURSDAY, 16TH SEPT.

Shanghai and N. China—Per SINKIANG, 11 a.m.

FRIDAY, 17TH SEPT.

Philippine Islands.—Per LOONG SANG, 2 p.m.
Japan via Nagasaki, Honolulu Canada, United States, C., & South America, & *Europe via San Francisco—PERSIA M., Reg. 9 a.m. Letters 9 a.m.

THE MONKEY'S EVIDENCE.

UNUSUAL WITNESS IN MURDER CASE.

A monkey was brought into the court at Constantinople in connection with the murder of the manager of the Ackermann circus, which had been giving performances for a season in the Turkish capital.

A married couple named Starr, who were members of the circus troupe, were suspected of the crime and arrested, but no evidence could be discovered against them. The judge thereupon resorted to a reconstruction of the crime. The circus manager had been murdered at the moment when he was feeding an Indian monkey named Scamp. Starr and his wife were conducted to the cage.

The instant the animal, which had previously shown much affection towards them, saw the couple, it broke into a furious rage, throwing itself against the bars of its cage in its attempts to attack the Starrs. At a subsequent sitting of the court, the monkey was led in and had hardly caught sight of the Starrs when he again flew into a paroxysm of terror.

The spectacle produced a great impression on the court, and, notwithstanding their emphatic denials, Starr and his wife were judged guilty.

CYCLE PIONEER KILLED IN CYCLE ACCIDENT.

The inventor of the "free wheel" for bicycles, Mr. William J. Watts, has died as the result of a cycle accident. Mr. Watts, who was a retired engineer, and 70 years of age, was cycling at Carisbrooke, Isle of Wight, when he collided with a boy, and was thrown to the ground, sustaining concussion of the brain. Besides the free wheel, Mr. Watts was the inventor of other applicances for cycles, and he built the first steam motor-car in England.

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES.

Banks.		
H.K. & S. Banks	b.	630
East Asia	n.	—
Marine Insurances.		
Cantons	n.	370
North Chinas	n.	t. 160
Unions	b.	186
Yangtsees	n.	93
Far Easterns	n.	t. 90
Fire Insurances.		
China Fires	n.	128
H. K. Fires	n.	318
Shipping.		
Douglases	n.	86
H.K. Steamboats	n.	23½
Indos (Pref.)	b.	18
Indos (Def.) L. R.	s.	205
Shells	b. 148/-	s. 155/-
Ferries	b.	24½
Refineries.		
Sugars	s.	218
Malabons	n.	55
Mining.		
Kailans	n.	110/-
Langkats	n	153½
Shanghai Loans	n	153½
S'hai Explorations	n	153½
Raubs	n.	1.30
Tronohs	n.	27/6
Ural Caspians	s.	20/-
Docks, Wharves, Godowns, &c.		
H.K. Wharves	b.	85¾
K. Docks	n.	151
S'hai Docks	n.	t. 124
N. Engineerings	n.	t. 27
H.K. Hotels	b.	—
Lands, Hotels & Buildings.		
Centrals	b.	108
H.K. Hotels	b.	145
H.K. Lands	b.	114
H'phreys Est.	b.	7.85
K'loon Lands	b	36
L. Reclamations	s.	140
West Points	b.	52
Cotton Mills.		
Ewos	n.	t. 560
Kung Yiks	n.	t. 50
Lau Kung Mows	n.	—
Orientals	n.	t. 200
S'hai Cottons	n.	t. 270
Yangtszepoos	n.	t. 32
Miscellaneous.		
Cements	b. 8.20	sa. 8.30
China Borneos		—
Do. Light old	n. 7½	n. 5.40
China Providents	n.	7¾
Dairy Farms	b.	22
Electrics H.K.	b	18½
Electrics Macao	n.	30
Hongkong Ropes	b.	23
Hk. Tramways	b.	6.60
Peak Trams, old	b.	6.10
Do. new	n.	60 cts.
Steam Laundries	b.	3¾
Steel Foundries	n.	10
Water-boats	b & sa.	13¾
Watsons	b.	6.65
Wm. Powells	b.	12.70
Wisemans	b.	35
Bk. East Asia	n.	115
Kowloon Lands	b.	1.20

Hongkong, Sept. 11, 1920.

TIDE TABLE.

6th to 12th Sept. 1920.

		High Water Hongkong Mean Time	ft.	Low Water Hongkong Mean Time	ft.
		h. m.	ft. in.	h. m.	ft. in.
Mon.	6 m	2 24	6 6	m 10 13	2.5
		5 9a	4 4	8 12a	4.1
Tues.	7 m	3 41	6.7	m 11 43	2.7
		6 38a	4.5	9 45a	4.3
Wed.	8 m	5 2	6.9	0 48	1.8
		7 33a	4.3	11 36a	4.1
Thur.	9 m	6 16	7.1	1 33a	2.2
		8 12a	5.-		
Fri.	10 m	7 21	7.3	m 0 54	3.9
		8 46a	5.3	2 15a	1.5
Sat.	11 m	8 17	7.4	m 1 51	3.3
		9 17a	5.5	2 51a	1.6
Sun.	12 m	9 9	7.4	m 2 36	2.8
		9 47a	5.9	3 25a	1.8

m morning, a afternoon.

EXCHANGE.

(Opening Rate: closing Rate on Page 1).

SELLING.

T/T	4/2 1/16
Demand	4/2 3/4
30 d/s	4/2 7/8
60 d/s	4/3
4 m/s	4/3 1/8
T/T Shanghai	Nom.
T/T Singapore	182
T/T Japan	146
T/T India	Nom.
Demand, India	Nom.
T/T San Francisco & New York	75
T/T Batavia	222
T/T Marks	Nom.
T/T Francs	11.00
Demand, Paris	—

BUYING.

4 m/s. L/C	4/4 3/4
4 m/s. D/P	4/5 1/8
6 m/s. L/C	4/5 1/2
30 d/s. Sydney and Melbourne	4/5 3/4
30 d/s. San Francisco & New York	76 3/4
4 m/s. Marks	Nom.
4 m/s. Francs	11.50
6 m/s. Francs	11.80
Demand, Germany	—
Demand, New York	77 3/8
T/T Bombay	Nom.
Demand, Bombay	—
T/T Calcutta	Nom.
Demand, Calcutta	—
On Yokohama	146
Demand, Manila	164 Nom.
Demand, Singapore	182
On Haiphong	Nom.
On Saigon	—
On Bangkok	50
Sovereign	4.65 Nom.
Gold leaf per Tael	35 40
Bar Silver, ready	
forward	—
Bank of England rates	7%
New York/London	

SUBSIDIARY COINS.

H'kong 50 cts. pieces	$1/10 dis.
10 "	$1/10 dis.
5 "	$3/10 dis.
Canton subcoins	$12 1/2 dis.

MITSUBISHI SHOJI KAISHA, LTD

(MITSUBISHI TRADING CO. LTD.)

COAL, GENERAL IMPORTS AND EXPORTS.

SOLE PROPRIETORS OF COAL MINES OF TAKASHIMA, OCHI, MUTABE, KIMIDAKA, YOSHINOTANI, NOJIO, NAMAZUTA, SATO, SHINNEW, KANADA, KAMIYAMADA, BIBA and OTUBARI.

Agents for SAKITO COAL.

HEAD OFFICE, TOKYO.

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Cable Address:—"IWASAKISAL"
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AGENCY FOR:—THE MITSUBISHI MARINE AND FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.

For Particulars Apply to:—
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No 14, Pedder Street Hongkong

SOLE AGENT,
MUTSUI BUSSAN KAISHA, LTD.,
HONGKONG.

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TO-NIGHT at 2.30, 5.15 & 9.15 p.m.

ALL BRITISH PROGRAMME including

"A ROMANY LASS"
— 6 parts —

"AROUND THE TOWN"

BRITISH GAZETTE

At 7.15 p.m.

"A DAUGHTER OF THE POOR."

HONGKONG THEATRE

TO-NIGHT! TO-NIGHT!

MARY PICKFORD

AS

"MISTRESS NELL"

HOTELS.

THE HONGKONG HOTEL CO., LTD.

OPERATING:-

THE HONGKONG HOTEL,
HOTEL MANSIONS,
THE REPULSE BAY HOTEL.

J. H. TAGGART,
Manager.

KING EDWARD HOTEL.

CENTRAL LOCATION,
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.

Tel. 373. Telegraphic Address: "VICTORIA"
J. WITCHELL,
Manager.

THE PEAK HOTEL.

1,500 FEET ABOVE SEA LEVEL.
15 MINUTES FROM LANDING STAGE.
UNDER THE MANAGEMENT OF
MRS. BLAIR.

THE CARLTON HOTEL.
(THE ONLY AMERICAN HOTEL IN THE COLONY.)
ICE HOUSE STREET.
Under American Management.

Nice and quiet yet only a few minutes' walk from the Banks and Centre District. 45 Bedrooms. Excellent Cuisine, Scrupulously Clean. Moderate Terms. Monthly and Family Rates on application to the Proprietress.
Hotel Launch Meets all Steamers.
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EUROPE HOTEL, SINGAPORE.

UNDER NEW BRITISH MANAGEMENT.

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EXCELLENT CUISINE.

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CRAIGIEBURN HOTEL THE PEAK
KNUTSFORD HOTEL KOWLOON
SACHSE, LENNOX & Co., General Agents
Are resident Managers.

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